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YOUR VIEWS AND MINE!

A Weekly Column of Local Gossip

By "The Scout"

PROMOTING CONCORD

It may not be generally known that for nearly five years there has been meeting regularly once a month over a lunch a certain number of the leading Chinese and British business men in Hong Kong. It began with about half a dozen members on each side and very gradually it has grown until the attendance numbers 30 nowadays. The object of the lunch is to promote friendship and to create a better understanding and concord between these two most important branches of the community. I understand that on the English side of this group are Sir William Hornell, Sir William Shenton, the Hon. Mr. C. Gordon Mackie, Mr. W. H. Bell, the Hon. Mr. J. Owen Hughes, Mr. A. L. Shields, Mr. W. J. Keswick, Mr. J. B. Ross and heads of other local firms, while on the Chinese side are the Hon. Sir Shou-sen Chow, the Hon. Dr. R. H. Kotewall, the Hon. Dr. S. W. Tso, the Hon. Mr. T. N. Chau, Mr. M. K. Lo, Mr. Wong Kwong Tin, Dr. Li Shu Fan amongst others.

SOME OF THE GUESTS

Although it is not a written law, no speeches are made and an equal number of English and Chinese friends are invited to each lunch, including business men who may be passing through the Colony. Sir Cecil Clementi and Sir William Peel had been among the guests of this group of business men whose organisation appear to go on from strength to strength. The work they do, though producing good results does not come very much before the public eye as their meetings are strictly private in character.

THOSE QUOTAS

A prominent business man with whom I conversed the other day on the question of the quotas for the colonies said that in his opinion the Imperial Government should exercise great care before making a decision on this point. The main points against the quota, so far as Hong Kong was concerned, were (1) that the Colony might lose its character as a free port and (2) the possibility of retaliation by the Japanese, who are still carrying a large amount of cargo into the Colony in their ships. At the same time we do not want to lose any advantages that we might enjoy as a result of the Ottawa Conference.

ECONOMIC CONDITION OF H.K.

Bound up with the question of

quotas is the question of the economic condition of the Colony. A few firm optimists will say that things are not as people make out. This optimism is cheering in these days, but at the same time one must face facts, and the facts are that things have not improved to any appreciable extent. Hong Kong, no doubt, was fortunate at one time in that it was practically the last place to feel the world depression, but when it did come it struck the Colony with cyclonic force and we have been in this situation for considerably over a year. Being so very close to China, we have had the adverse addition of high tariffs and a steady decline has been noticed in all lines of business, and on the share market as well as on property.

WANT OF CONFIDENCE

In the course of a lunch the other day, a visitor summed up the situation in Hong Kong in three words "Want of Confidence." Having been with us for a few months he discovered that there was plenty of money in Hong Kong but it was not in circulation, so that its presence was useless. "Something ought to be done," he said, "or things will become worse."

GOVERNMENT LEAD

It strikes me that even if the Government could not devise means of helping the situation the very fact of its having earnestly looked into the matter, should, when it becomes known to the public, have a very good psychological effect. At present, people are murmuring and even asking "What is the Government doing?" Wherever there has been bad business of a universal character, the Government should lead the way to a revival of prosperity. We have only to look at Great Britain, America and Germany to see that it is the Government in each case which has successfully accomplished the task of overcoming the depression. The local Government may have already examined the situation, but in that case, why not let the public know? Something done is something achieved and the economic life of the Colony is such that it is like a stretched wire which, if touched at one spot will vibrate throughout its whole length.

DROP IN THE DOLLAR

The recent drop in exchange has effected some people very heavily and I am told, has disorganised

SPECULATION IN RUBBER

Government Not To Intervene

London, May 10.
The Chancellor of the Exchequer, Mr. Neville Chamberlain, was asked in the House of Commons yesterday whether his attention had been drawn to the recent speculative dealings in rubber shares and in rubber on the English stock exchanges and commodity markets, and whether legislative powers would be sought to provide that transactions of the kind mentioned should only be of cash with order.

Mr. Chamberlain replied that he rise in the price of commodities and therefore in the shares of producing companies, following the announcement of the recent restriction scheme, was not unnatural and he saw no reason for the Government seeking powers to intervene in the manner suggested. —British Wireless Service.

Business somewhat because of the uncertainty of the position of silver in the immediate future. In the opinion of one man, exchange is bound to go up again, not because there is any real strength in silver, but because of the powerful interests in the United States which are bound before long to make further attempts to raise the value of silver. There are just as many people who hold the opposite view!

SHANGHAI CHAMPIONS

Not so many years ago, Hong Kong used to watch most keenly for the results of the Shanghai Champions; not so much because it is the greatest race on the calendar of racing in the North, but because it carried with it a prize of a couple of lakhs in the way of sweeps. At least ten thousand tickets (at \$10 each) were held in the Colony and frequently the first prize came our way. It is a sad reflection that at present, with the exception of a handful of men, no interest whatever is taken in the fate of the Champions.

NEW TERRITORIES.

The proposed development of the New Territories has come very much into prominence during the week, by reason of the questions raised in Council by the Hon. Mr. J. P. Braga. There seems to be a very strong feeling in the Colony that more could be got out of the New Territories than is the case at the moment and it would seem that the community in general are in favour of a start being made without much delay.

In this connection it is gratifying to see that the views expressed in the leading article in the "Daily Press" yesterday has had the support of one afternoon paper, and it is hoped that in this question, the sponsors of the development scheme for the New Territories will have the support of other sections of the press as well.

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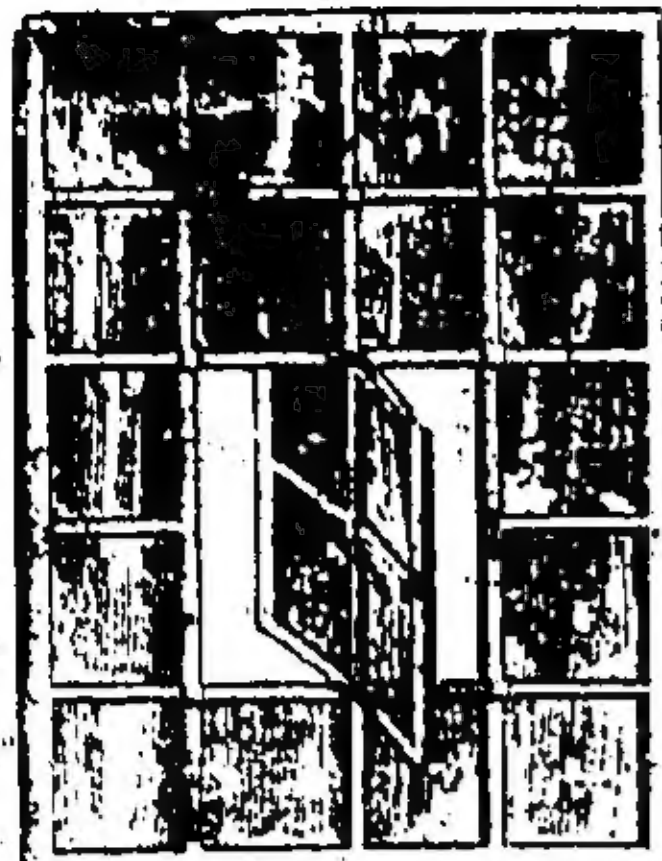
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ENGINEERING AND BUILDING**AROUND AND ABOUT CHINA****What The Engineer Is Doing**

Tsinan, May 5.—By the end of this month one of the most important engineering projects in the province of Shantung will be completed. This is the highway linking up Talerhchwang, along the Shantung-Kiangsu border, with Weihsen in north-

eastern Shantung. A sum of more than \$2,400,000 is being expended on the construction, which includes the building of bridges, opening of tunnels and laying of road-beds.—Kuo Min.

CANTON-HANKOW RAILWAY

Nanking, April 30.—Plans submitted by the Engineering Bureau in charge of construction work on the Chuchow (Hunan)-Shiuchow (Kwangtung) section of the Canton-Hankow Railway, for the building of an iron bridge at Lokow, south of Chuchow, eastern Hunan, have been approved by the Ministry of Railways.

The Ministry, in reply to the Bureau, instructs that work should be started as soon as possible so that the line may be completed at an early date.—Kuo Min.

BETTER COMMUNICATION

Hangchow, April 30.—Better communication between the three Southeastern provinces of Chekiang, Anhwei and Kiangsi is anticipated as engineering work on the Wuyuan-Pashakwan Highway on the border of the three provinces and the Wuyuan-Tehhing (Kiangsi) Highway has been completed. An omnibus service will be operated.—Kuo Min.

LONG DISTANCE TELEPHONE

Canton, April 30.—Long-distance telephone service between Shiuchow and Lokchang, in northern Kwangtung, is now in operation, following completion

Diesel-Engined Barge For Coastal Work

We are informed that Messrs Crossley Brothers, Limited, Openshaw, Manchester, have recently fitted one of their scavenge-pump type Diesel engines on the barge Resourceful, which is a steel-hulled vessel with a straight stem and cruiser stern, and is capable of carrying about 150 tons of cargo. The vessel is owned by Mr. F. W. Horlock, of Misphey, Essex, and is required to operate round from Harwich to the Thames and to make other similar coastwise voyages. Although in the loaded condition the Resourceful, like many other similar coastwise craft, has a small freeboard, she is thoroughly seaworthy, this being essential as she has to operate in all weathers. The Crossley engine develops 100 brake horse-power at 450 r.p.m., and is controlled from a wheelhouse located aft. Aft the wheelhouse is a short squat funnel, through which the engine exhaust is discharged. The vessel has a speed of about 7 knots in the fully-loaded condition and this speed is not much reduced when she is towing four loaded barges. The Resourceful is of the flush deck type, with a large hatch for cargo amidships, and the mast has a derrick stepped at its base, the derrick being operated by a hand winch. We understand that engines generally similar to those fitted on the Resourceful are being installed for driving electric generators on three Dutch motor liners, which have been converted from steam machinery.—Engineering.

of the installation work last week. The two cities are also connected by the Canton-Hankow Railway, this section having been completed recently.—Kuo Min.

CHARCOAL BURNERS

Canton, April 30.—A factory for the manufacture of charcoal-burning motor-engines will shortly be established in the outskirts of the city.

Mr. Tang Chung-ming, the inventor of a charcoal burner, has arrived here to aid the local authorities.—Kuo Min.

COLD STORAGE SYSTEM

Nanking, May 2.—Preparations for the introduction of a cold storage system on the Peiping-Shanghai direct train service are nearing completion by the Ministry of Railways.

It is learnt that a loan of one and a half million dollars has been secured from Shanghai banking circles for the project. Orders will be placed abroad for some 50 storage cars. Special refrigerators will also be constructed at Shanghai, Nanking, Hsuehchow, Tientsin and Peiping, the principal stations along the route.—Kuo Min.

PORT WORKS AT MOMBASA**Single-Storey Steel Sheds**

The port of Mombasa serves a large and developing hinterland in 1900, a lighterage wharf, 558 ft. long, with corresponding crane equipment and shed accommodation, was completed at Kilindini on the west side of the island, and this had to carry the main bulk of the landing and shipping traffic until 1925, when the first portion of the new quays became available, the port having by then become very congested. In 1913, Messrs. Coode, Matthews, Fitzmaurice and Wilson were asked to determine the best site and to estimate for the construction of 2,000 ft. of quay with 33 ft. of water alongside; they recommended the site at Kilindini. Owing to the war the matter remained in abeyance until 1920. It was then decided to embark on only 1,210 ft. of quay and its necessary equipment as a first instalment. As trade increased extensions of 1,012 ft. of quay wall and accessories were put in hand in 1926 and 1929, respectively, and the oil jetty and lighterage berth in 1930. These works were completed early in 1931.

The total effective length of the quay wall is 2,972 ft., and the depth alongside is 33 ft. below L.W.O.S.T. The wall is constructed of concrete blocks up to 1 ft. 9 in. above L.W.O.S.T., and the upper portion is of concrete deposited in situ and faced with concrete blocks. The foundation generally was of compact sand or soft rock; pitch-pine sheet piles and bearing piles were employed at two places where the material was not so good. The blocks were handled by two 25-ton goliaths running on a temporary staging and were set by English divers; the superstructure was done with a 5-ton floating crane. An average settlement of 0.69 in. was observed. In front of the wall and over a width of 35 ft., an apron of rubble stone is provided as a precaution against scour, and the wall is backed with coral rubble.

The oil jetty and lighterage berth adjoin the oil companies' installations, and comprise a jetty with a depth of 30 ft. of water alongside for tankers to lie at and pump oil ashore, a lighterage wharf 300 ft. long with 10 ft. of water alongside for dealing with oil in cases and drums, and a reclaimed area of 34 acres behind these, with the necessary road and railway facilities. The jetty consists of a reinforced-concrete tee-head and approach gangway, with two massive concrete dolphins, one on each side of the tee-head, for tankers to lie alongside and moor to. The lighterage berth is a semi-permanent structure built of dry rubble flat slab stone carried on a mound of coral rubble, and has five fender dolphins of reinforced-concrete piles with steel bracing. It is equipped with two electric cranes of a capacity of 3 tons at 50 ft. radius.

The Institute of Physics has recently announced a scheme to meet the demand for trained and certificated laboratory and technical assistants in physics. Candidates for the Institute's certificates must attend approved courses of instruction and pass examinations in accordance with the regulations issued. The Institute is prepared to recognise schemes of training for this purpose, conducted under approved conditions, submitted by any teaching centre, and it is understood that evening classes will be commenced in September in London. The courses are to be divided into four sections, respectively devoted to practical mathematics and physics, simple wood and metal work, glass blowing, and laboratory technique and organisation. To qualify for the award of a certificate, a candidate must, in addition to fulfilling certain other qualifications, have obtained an adequate standard on the first section and in any two of the three remaining sections. Further particulars and copies of the regulations and detailed syllabus may be obtained from the secretary of the Institute, 1, Lower Gardner, Exhibition-road, London, S.W.7.—Engineering.

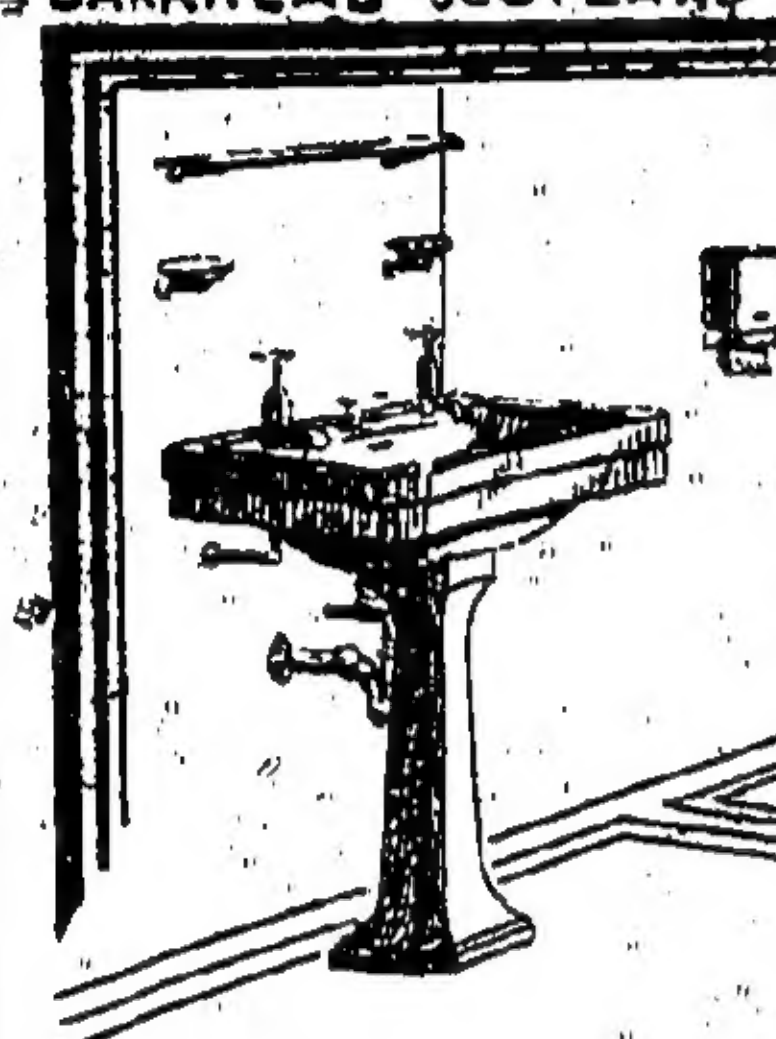
level of the quay towards the backs of the sheds so that the coping of the platform walls at the back is at about the same level as the floor of a wagon standing alongside. The top floors are used for exports and are equipped with 1-ton electric underhung revolving travelling gantry cranes and 1-ton electric fixed bracket cranes; the ground floors, which are used for imports, have no cranes, but each floor is equipped with four fixed weighing machines.

The single-storey sheds are of mild-steel stanchions and roof principals covered with galvanised corrugated iron sheeting, and the floors are similar in construction to the ground floors of the double-storey sheds. Each shed is equipped with five 1-ton monorail cranes with luffing jibs travelling across the sheds, and with four fixed weighing machines.

The oil jetty and lighterage berth adjoin the oil companies' installations, and comprise a jetty with a depth of 30 ft. of water alongside for tankers to lie at and pump oil ashore, a lighterage wharf 300 ft. long with 10 ft. of water alongside for dealing with oil in cases and drums, and a reclaimed area of 34 acres behind these, with the necessary road and railway facilities. The jetty consists of a reinforced-concrete tee-head and approach gangway, with two massive concrete dolphins, one on each side of the tee-head, for tankers to lie alongside and moor to. The lighterage berth is a semi-permanent structure built of dry rubble flat slab stone carried on a mound of coral rubble, and has five fender dolphins of reinforced-concrete piles with steel bracing. It is equipped with two electric cranes of a capacity of 3 tons at 50 ft. radius.

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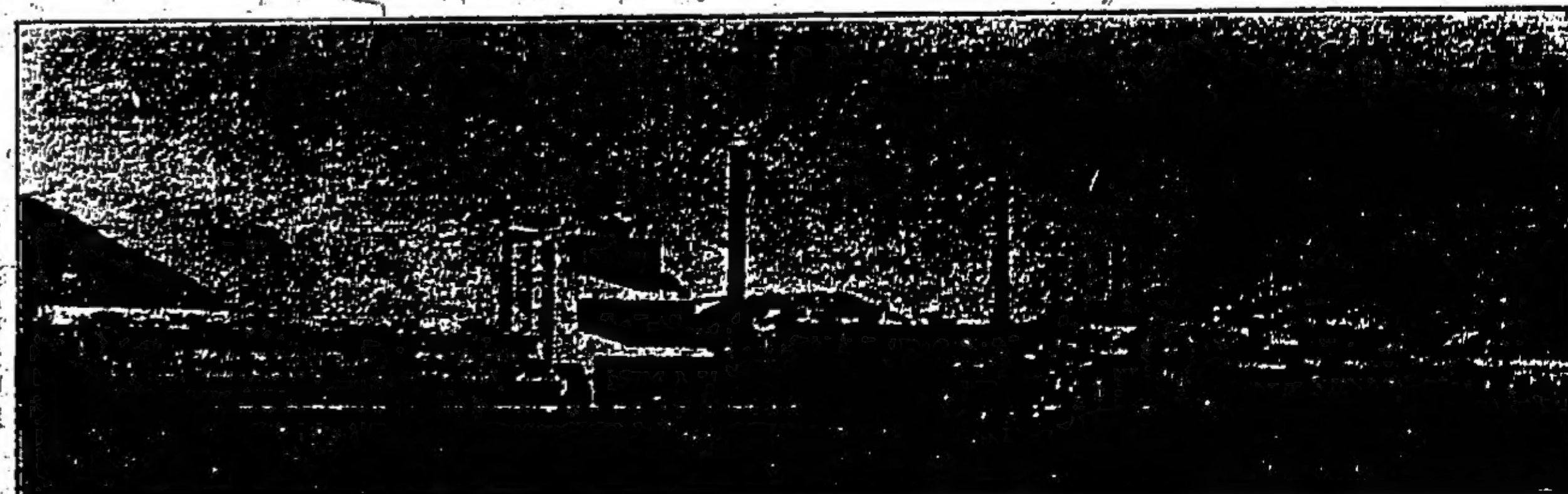
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ELECTRICAL DEVELOPMENT

Illness was the unfortunate reason why neither the President, Lord Ashfield, nor the recently-appointed executive chairman, Sir William Ray, attended the annual luncheon of the British Electrical Development Association, which was held at the Savoy Hotel, London, on Thursday, March 22, with the Rt. Hon. Lord Elmsley in the chair. Those present were, therefore, prevented from hearing how the reorganisation of this body was likely to affect its future activities, and were, instead, given with an account of what has happened in the immediate and more distant past. Proposing the toast of "The Association," the Minister of Transport, the Hon. Oliver Stanley, M.P., in a happily worded speech, said that he learnt that one of the consequences of recent changes was that they were to have more money, and he therefore hoped that they would continue to carry out their task with at least the same enthusiasm as they had done in the past. He had been criticised for praising electrical methods, but he was less concerned with the rivalry between them and another industry than that the people of this country should have the best facilities which science could place at their disposal. At the present time, the emphasis was changing over from production to sales, and this was a matter with which the Electrical Development Association was particularly concerned. It was satisfactory to know that the sales of electricity, during the first two months of 1934 had exceeded those during the corresponding period of 1933 by 15 per cent, but this corresponded to a consumption of only about 230 kWh. per head of population per annum. When it was remembered that the War report envisaged a consumption of 500 kWh. by 1941, it was obvious we had some way to go. The fallacy that electricity was a luxury must, therefore, be exploded. That could only be done by demonstration and propaganda. In reply, the Chairman referred to the fact that the membership of the Association was now drawn entirely from the supply branch of the industry. It was satisfactory to know that they had acquired 68 new members who were paying full-scale rates, and 31 others, since last July. The main purpose of the reorganisation had been achieved, and they were now assured of a steady income of not less than 60,000. One problem in doing something to decrease which they might take a part was the appalling loss of life on the roads, for many of these accidents might be prevented by the replacement of obsolete systems of artificial lighting. —Engineering.

"Daddy," said, the little girl, "teacher told us to-day that the olive branch is the emblem of peace. What is the emblem of war?"

"Orange blossom," grunted her parent.

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NEW HOSPITAL FOR CHAPEL

Need Met by Action of Aged Philanthropist

Shanghai, May 7.
The long-felt need for a hospital in the densely-populated district of "Chapel" is at last to be met, said the eminent philanthropist Mr. Lo Pa-hong on the occasion of his 60th birthday in the course of his reply to an eulogistic address delivered by Mayor Wu Te-chen on behalf of the Chinese community of Shanghai.
Sometime ago a group of friends of Mr. Lo Pa-hong, foremost philanthropist of Shanghai, insisted that he should not allow his 60th birthday on May 2nd, to pass without appropriate celebrations. Mr. Lo drew attention to the national crisis, and in a spirit of humility urged his well-wishers to drop their plans. He finally yielded to persuasion upon the distinct understanding that all the birthday gifts received by him in money or in kind should be set aside as a contribution to the building fund for a new hospital to be put up in Chapel mainly for the benefit of the working classes and the poor, the new institution to be known as the Hospital of the Immaculate Heart of Mary.
The institution of medical service for all classes at Nantao, St. Joseph's Hospice, was fittingly decorated for the purpose and the birthday celebrations on Wednesday were a remarkable combination of religious and social function. High Mass was celebrated in the morning and it was followed by Solemn Benediction in the afternoon. The students of the Cheng-Hsiu Middle School enacted a play in honour of Saint Joseph, Foster-Father of Jesus, and both the play and the musical renderings by the band of the School won enthusiastic applause.
After benediction Mayor Wu Te-chen before a packed house delivered a touching address of felicitation.
In reply, Mr. Lo stressed his own unworthiness of the praises conferred upon him by the Mayor and by his friends.
"My only excuse for my birthday celebrations is that the gifts will be all used for the new hospital at Chapel. We have 30 mow of land acquired ten years ago but never used on account of lack of funds. My experience enables me to say that 'The family with a record of good deeds will be blessed with causes for rejoicing.'"

ANOTHER TRUE TALE

A reader referring to the "True Tale of the Day" in this column yesterday sends me this "wisecrack" which he says the child in the story uttered in his hearing:—
Old Lady (to her seven-year-old grandson): What will you do when you get big?
"I'll make a lo-o-o of money and buy father a grand car and mother a lot of pearls and all when I get big."
And what will you buy for Grandma?
"Then Grandma will be dead and buried!"

SPRING COMES TO SHANGHAI

Vernal Season Disguised In Summer Garb

Shanghai, May 8.
Spring invaded Shanghai yesterday not in the delicate and shy manner which the poets describe but disguised as a warm, sticky summer's day.
After two days of fog which held up shipping and reminded people of London at its worst, there was a sudden change. Siccawel Observatory had a lot to say about conditions and an old skipper shook his head and remarked: "Well, it is a sign of hot weather and we are going to have it."
Shanghai had it. During the day a maximum temperature of 86 degrees was registered with a minimum of 62.5. This compared with a maximum of 79 and a minimum of 57.5 degrees on the same date last year. It also coincided with the Chinese calendar which announced in no mistaken terms that it was the "Beginning of Summer."
Although a few sultry days might have warned people of what was to come, yesterday, as everybody must know, was a "corker." Far too early to dig out the summer, or semi-summer kit from among the moth balls in the trunk, there was much undisguised regret that the sartorial defence was not ready. People who anticipated the heat by bowing to the inevitable were few and far between. An occasional Panama hat, a few light grey flannel suits, and much mopping of the brows were the only visible signs. One or two white flannel "bags" were reported, but at the second day of the Spring Race Meeting discomfort in attire was the general conclusion. "But as one man declared: 'Well, there was no summer rig but wait until you see me to-morrow.'"
Siccawel's forecast yesterday afternoon stated this was in store for to-day: "Overcast weather with intermittent rain and fresh southeasterly to north-easterly winds around Shanghai; cloudy, very mild with cyclonic circulation over the Lower Yangtze and our regions; overcast with fog or thundery rain, and fresh southeasterly to south-westerly winds along the coasts to the south of the Saddle. The depression will pass to the north of Shanghai east-north-eastward."

MR. B. W. TAPE

Leaving The "Sun Life"

Mr. B. W. Tape, for many years identified with Life Insurance in Hong Kong, has decided to relinquish his office duties as the above, Company's Resident Secretary. After returning from European Leave, which the Company is granting as from the beginning of May in recognition of his services, he will continue to be associated with the Company's Organisation in Hong Kong, where his local knowledge and wide experience will be invaluable to the new Management.
Effective on Mr. Tape's departure on leave, Mr. James Roxburg Paon, in recent years the Company's Resident Secretary in Manila, Philippine Islands, and with Company experience gained in London, England, at Head Office in Montreal, and in Shanghai, North China—an experience extending over nine years—is taking over the Management of the Company's Organisation in South China.

Physics Note.
"What is a molecule?" asked the teacher.
"A molecule," said John, "is something so small that it can't be seen, even through a microscope."

MOTHER'S PLEAS

End Hunger Strike

Peking, May 4.
The tearful pleas of a mother to her son were responsible for the settlement of the hunger strike of 48 political prisoners in the detention house of the Peking District Court yesterday, according to Chinese reports.
When Mrs. Kuo heard that her son, Kuo Ta, one of the strikers, had not eaten anything for three days, she went to the governor of the gaol yesterday morning and requested a special interview with the youth. This was readily granted. The son at first decline to call off the strike. Thereupon the mother knelt down and urged him to end his fast for her sake. Kuo finally yielded.
The governor immediately had the news spread to all parts of the gaol and soon other strikers followed the example of Kuo in taking food again. By last evening the strike was completely settled.
According to the vernacular press, the strike was started on May 30 by two prisoners, one under sentence of death and another just sentenced to twelve years' imprisonment. They presented four demands to the authorities, one of which was that political prisoners should not wear fetters and chains. Another demand was to the effect that the prisoners should be allowed to receive woman visitors in their cells. All these demands were rejected.

BETTER TIMES

In The West End Again

(Special Air Mail Service)

London, April 24.
The West End is beginning to look itself again in these pleasant days, and the gleam of financial sunshine too is being felt. Some of the plaster-faced houses and shop buildings that have been untouched for the few years are being painted again, and the doors in the little houses on the reconditioned stablelands behind smart streets are coming out again in strong reds and blues and greens. There is a small revival of window-boxes. Nature, too, is not idle, with the magnolia bursting into whiteness in conspicuous places and the daffodils giving a magnificent gilt-edge to the Park Lane side of Hyde Park. Big flashing cars seem more plentiful than ever, and the prices on discreet tickets in the smart jewellers' shops still tell that diamonds are being sold—or at any rate offered—at four and even five figures.
Art dealers in Bond Street are plucking up hope again, and say that the last three months have been better than all last year with them. The United States is still "off" pictures and many of our biggest art dealers have lost heavily through the disasters to their American clients. The enormous prices, which impressionable collectors were induced to pay for the most modish French pictures have left an aftermath of bitterness, especially as these very expensive tables are being left to the English and American collectors to hold, and few of them are said to be in the French creches. At any rate it is believed that in the big money transactions the Frenchmen were not the buyers. Anyhow, there is a return to reasonable prices and ready money in Bond Street.

But

Three signs of the new era in the West End may be noted. An antique shop in one of our grandest streets has a notice in the window beginning: "Prior to removal into smaller premises we are offering, &c." Can anyone remember a West End shop declaring before that it is moving into "smaller premises"? It must sound almost shameful to the old shopkeepers. Another more curious sign is that one of the most respected high-quality haberdashers in the West End is thinking of taking down his large and ancient royal arms sign as a warrant-holder because he thinks in these days it rather intimidates customers, especially the new class of customer that he wants to attract as his old aristocratic customers are stricken by fortune or pass away.
A third sign is the general prevalence of price tickets in the tailors' shops in Bond Street and Conduit Street. At one time any tailor who put a price in his window would be taken off the list

DIARY OF LOCAL EVENTS

TO-DAY
SATURDAY, MAY 12.

Cinemas
King's:—"Devil Tiger."
Queen's:—"Queen Christina."
Central:—"Samarang."
Oriental:—"The Last Trail."
World:—"Dinner At Eight."
Alhambra:—"Queen Christina."
Majestic:—"All Quiet on the Western Front."
Star:—"The Working Man."

Miscellaneous
Whist Drive and Tombola (Ladies' Club, S.W.B.), Murray Barracks, 8 p.m.; Alice Memorial Hospital Nursing Class Graduation at Ying Wah Girls' College Hall, Bonham Road, 7 p.m.
Moon:—III Moon, 29th Day.

Principal Mails
Outward for Europe via Suez by Conte Verde, 5 p.m.; for America and Europe via Siberia by General Sherman, 5 p.m.

Sports
Aquatics:—Y.M.C.A. Night Fete, 9 p.m.
Lawn Bowls:—Senior Division, Craigengower C.C. "A" v. Kowloon C.C.; Civil Service C.C. v. Craigengower C.C. "B"; Club de Recreio v. Kowloon B.G.C.; Police R.C. v. Talkoo R.C.; Junior Division, Kowloon C.C. v. Craigengower C.C.; Yacht Club v. Civil Service C.C.; Kowloon B.G.C. v. Club de Recreio; Hong Kong Electric R.C. v. Police R.C.; Indian R.C. v. Football Club, Sunrise:—5.44 a.m. Sunset:—6.54 p.m.
Tides:—High at 8.34 and 21.31; Low at 1.49 and 14.49.

SUNDAY, MAY 13.

Anniversaries and Holidays.
Sunday of the Ascension; Centenary of Death of Dr. Robert Morrison, first Protestant Missionary to China.

Cinemas
King's:—"Devil Tiger."
Queen's:—"Queen Christina."
Central:—"The Deeds Men Do."
Oriental:—"The Private Life of Henry VIII."
World:—"Eskimo."
Alhambra:—"Queen Christina."
Majestic:—"The Last Trail."
Star:—"Facing The Music."

Entertainments
Band Concert, European Y. M. C. A., Kowloon, 8 p.m.

Miscellaneous
Women's Missionary Meeting, "Monteverde," 13, Tai Po Road, 3 p.m.
Moon:—New Moon, 8.30 p.m. IV, Moon, 1st Day.
Religious:—Solemn Procession in honour of Our Lady of Fatima, St. Teresa's Church, Kowloon Tong, 5.30 p.m.

Sports
Golf:—Completion of first round First Happy Valley Summer Singles Tournament.
Sunrise:—5.44 a.m. Sunset:—6.55 p.m.
Tides:—High at 9.01 and 22.21. Low at 2.16 and 15.35.

NOTICE TO MARINERS

Erection Of Staging In Harbour

The Harbour Master has issued a notice to mariners to the effect that the work of erecting a staging in the Harbour off the Hong Kong and Kowloon Wharf and Opdown Company's property will commence on Monday, 14th instant. The staging will be on the meridian line of Longitude 114 degrees 9 minutes 30 seconds East, and Latitude 22 degrees 17 minutes 53 seconds North.
The craft used in erecting the staging will fly a large red square flag by day and two vertical red lights by night.
The staging when erected will be marked in a similar manner. Vessels are requested to navigate with care in the vicinity of the staging and or the craft engaged in erecting them.

of the exclusive clothmakers, "The days," as the American song says, "are gone for ever."

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14, QUEEN'S RD. C.

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6, JORDAN ROAD

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Hong Kong Weekly Press

Working Among Poverty:
Interesting Talking By Mr. M. A. Cooper.
Allegations Against Compradore.
If Gossip We must.
Week-end Sport Results:
Football, Hockey, Lawn Bowls.

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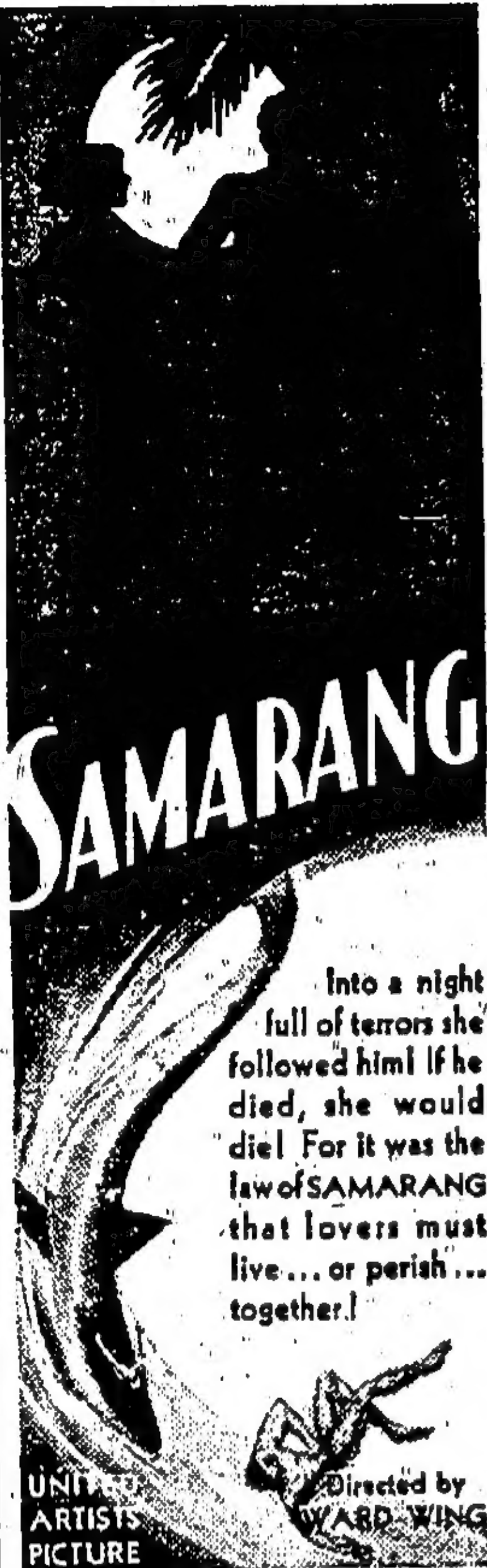
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11, LON HONG STREET

CENTRAL
THEATRE

TAKE QUEEN'S RD., WESTBOUND BUS

Advance Booking at Andersons
and the Theatre Tel. 24720.FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.30 P.M.

Into a night
full of terrors she
followed him! If he
died, she would
die! For it was the
law of SAMARANG
that lovers must
live... or perish...
together!

UNION
ARTISTS
PICTURE

TO-MORROW

BRITISH FILMS PRESENTS
"THE DEEDS
MEN DO"A SYNCHRONISED VERSION
OF THE FAMOUS BATTLES
OF CORNELIUS AND FALK-
LAND ISLANDS"QUEEN CHRIS-
TINA"Showing At The
Queen's

The sincerity with which re-
search experts produced authentic
data for the spectacular scenes in
Greta Garbo's new picture, "Queen
Christina," showing simultaneously
to-day at the Queen's and Alham-
bra Theatres, is best seen in the
picturization of Christina's abdic-
ation.

The abdication is a composite of
three historical events in Chris-
tina's life, the last of which oc-
curred June 6, 1654, and is staged
in the diet hall of Christina's pal-
ace. The set was one of the most
lavish ever built at the M-G-M
studios.

At one extremity, upon a crim-
son-carpeted dais, stands Chris-
tina's silver throne; behind it, a
velvet drape of tremendous size
in the massive galleries are seated
the court ladies and the foreign
diplomats. In the great carved
chairs in front of the galleries are
the senators. In the rear of the
spacious chamber are the clergy,
the burghers, the peasants, each
class in its respective gallery.

Miss Garbo, as the queen, enters
the hall, head erect. Her people
all but the guards, bow deeply un-
til she is seated. The crown is
on her head. In her right hand
she carries the sceptre in her
left, the Orb. Behind her march her
three adjutants and the Lord Mas-
ter of Horses.

As the queen is seated, Chan-
cellor Oxenstierna steps forward op-
posite the Lord High Marshall,
and addressed the court solemnly
on the purpose of the gather-
ing. As he finishes his address,
the queen arises, and all her peo-
ple rise to their feet. She ad-
dresses her subjects on her suc-
cessor to the throne. She again seats
herself.

Speeches follow from Oxenstierna
and the Leader of the Boers. The

TO-DAY AT THE
CINEMA

HONG KONG

KING'S—
"Devil Tiger"
QUEEN'S—
"Queen Christina"
CENTRAL—
"Samarang"
ORIENTAL—
"Last Trail"

KOWLOON

ALHAMBRA—
"Queen Christina"
STAR—
"The Working Man"
MAJESTIC—
"All Quiet on the Western
Front"

Coming

KING'S—
"Three-Cornered Moon"
QUEEN'S—
"Match King"
CENTRAL—
"The Deeds Men Do"
ORIENTAL—
"Henry the VIII."
"Murders in the Zoo"
"Secrets of Mary Pickford"
"The Eskimo"
"Dinner At 8"
STAR—
"Facing the Music"
"Another Language"

AT THE KING'S

Devil Tiger: Good
Film Of Wild Life

For those who like to see wild
animals in their natural state, their
battles for existence and the many
thrills of their daily life in the heart
of the jungles of Asia, "Devil Tiger"
the current attraction at The King's
can be thoroughly recommended.

Mr. Clyde E. Elliott, director of
"Bring 'Em Back Alive" is also re-
sponsible for "Devil Tiger". It is a
carnival of combats of the beasts of
the jungles and is packed with ex-
citement to say nothing of the educa-
tional interest bound up with the film.
The denizens of the Malayan jungle
are introduced to the audience
in realistic manner, and not only do
we see them fight, but their cries,
whines, groans, roars, moans and
snarls are all faithfully recorded and
makes the film doubly effective.

Nor is the film confined to a screen-
ing of the death grips between various
kinds of beasts. It has its lighter
moments and the scene shown of a
monkey tackling a giant crab and
that of a tussle between a bear and
a hyena should provoke laughter even
among the most serious-minded among
the audience.

Another unusual scene is a fight
between a crocodile and a tiger in a
mud pool.

The film is one of the best "wild
animal" pictures seen locally.

AN ODD LOT

Under The Same Roof

"Three-Cornered Moon," the sen-
sational comedy hit of the New York
stage which kept blasé New Yorkers
laughing for weeks, has been made
into a Paramount picture with
Claudette Colbert, Richard Arlen and
Mary Boland in the starring roles. It
is to be the feature attraction starting
Tuesday at the King's Theatre.

Written by Gertrude Tonkonogy
who early this year was a stenog-
rapher without any writing experience
whatever, the plot of "Three-Cornered
Moon" tells all about a typical Ameri-
can family, idle and wealthy, which
is suddenly impoverished by the de-
pression. The cavorting of this mad-
cap family keeps the story on a high
plane of rollicking comedy.

From the flighty, widowed mother
who invested the family fortune in a
nice "metal" mine because a pleasant
gentleman was very enthusiastic about
it, down to her youngest son, the
Rimpelers of Brooklyn are the oddest
assortment ever gathered under one
roof. They might by your next door
neighbours, but if they are you have
grounds for breaking your lease.

In addition to the three stars listed
above, this picture, produced by B. P.
Schulberg, boasts a supporting cast
including Wallace Ford, Lyda Roberti,
Joan Marsh, Tom Brown, William
Bakewell and Hardie Albright. It
was directed by Elliott Nugent.

moment arrives for the removal of
the royal regalia—the crown to be
removed by the Lord Chief Jus-
tice; the sceptre by the Secretary
of the Navy; the Orb, by Oxen-
stierna.

All refuse to dispossess their
queen of her regal symbols.
The queen removes them herself,
amid the protesting cries of her
people. A queen no longer, she
walks as a commoner from the hall,
with lords, ladies, peasants, and
soldiers praying, pleading and
weeping.

Thus was Christina's abdication
portrayed three hundred years ago
and thus it is seen in Greta Gar-
bo's picture of "Queen Christina"
historically accurate.

SHOWING
TO-DAY
DAILY AT
2.30, 5.10, 7.15
& 9.30 P.M.

KING'S

BOOKING
AT THE
THEATRE
TEL. 25313
& 25332DEVIL
TIGERREAL! GENUINE!
AUTHENTIC!!

From the black heart of Asia's
impenetrable jungles comes this
unforgettable saga of beasts at
death grips in their relentless
war. You actually hear their
blood-chilling battle cries!

Directed by
CLYDE E.
ELLIOTTdirector of
"BRING 'EM
BACK ALIVE"Story by James O. Spearling
Edited by Truman TalleyNEXT
CHANGE

"THREE-CORNERED MOON"

WITH
CLAUDETTE COLBERT—RICHARD ARLEN—MARY BOLANDA
PARAMOUNT
PICTURE

GUILTY AS HELL

Lowe And McLaglen
Together Again

Edmund Lowe and Victor Mc-
Laglen have gotten rid of their
shadows.

The buddies of "What Price
Glory" worked with Richard Ar-
len and other members of the
cast of "Guilty as Hell," a murder
farce adapted from the successful
play, which comes to the King's
Theatre on Tuesday, without ever
being trailed around the sea by
the shadows.

It was the result of the intro-
duction of a new "glass waves," a
new lighting device which diffuses
light so broadly that no sharp out-
lines are thrown on the stages. It
consists of a plate of clear glass.

about an inch thick, with its inner
and outer surfaces waved like the
surface of a lake on a windy day.
It is fitted over the front of the
5,000-watt, incandescent spot lights,
and it has the same effect on a
beam of light that a spray ar-
rangement has on a jet of water.

The "glass wave" was used ex-
perimentally for several months
before seeing actual service for
the first time during the filming
of "Guilty as Hell."

The picture, done in comedy
manner, presents Lowe and Mc-
Laglen as a police reporter and a
detective, respectively, engaged in
the task of solving a murder mys-
tery. The audience sees the crime
being committed and knows who
is guilty, but Lowe and McLaglen
make many a ridiculous bungle
before solving the case.

As a play, "Guilty as Hell," writ-
ten by Daniel N. Rubin, enjoyed
a long run on Broadway last sea-
son.

THE 24-HOUR CLOCK
To-morrow witnesses the in-
auguration of another time chan-
ge which may prove to be of far-
reaching significance—the adop-
tion by the B.B.C. of the system
of dividing up the traditional two
12-hour periods. The 24-hour
method has been in operation on
the Continent for some time for
railway and broadcasting purposes.
It is in official use in Britain by
the military and meteorological
authorities. The delay in its
adoption elsewhere in this country
is presumably due to the fact that
the necessity for employing it has
not been acutely felt in a small
island.

JARGON

Compression ratio? That's
easy. It is the ratio of the
cylinder when the piston is at
the bottom of the stroke to that
when the piston is at the top.

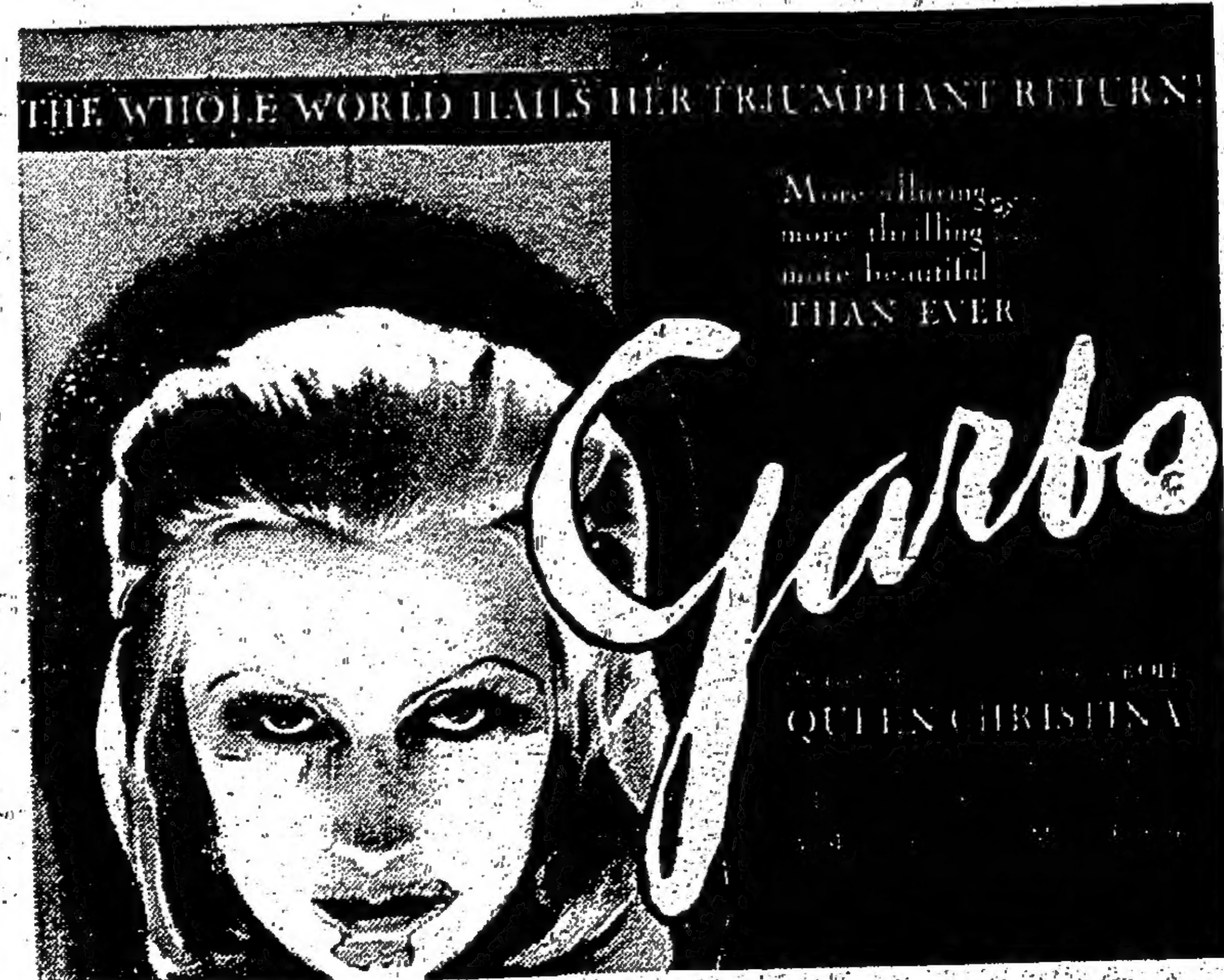
SIMULTANEOUS SHOWINGS TO-DAY

QUEEN'S

At 2.30, 5.10, 7.20 and 9.30 P.M.

ALHAMBRA

At 2.30, 5.20, 7.20 and 9.20 P.M.



TO-DAY ONLY

STAR

At 2.30, 5.20, 7.20 & 9.20 p.m.

GEORGE ARLISS

in "The Working Man"

with BETTE DAVIS

"QUEEN CHRIS-
TINA""Garbo" Returns At
Alhambra & Queen's

The picture which brings Garbo back
to the screen is primarily a triumph of
Hollywood showmanship, and there is
no doubt that it provides grand
entertainment for the vast majority
of filmgoers.

The producers know what they
were doing when they cast their
biggest star in an historical "cycle"
as a Swedish Queen who wore male
clothes and cultivated male manners
until the softening influence of her
first real love affair brought out the
woman in her.

We see her ruling her country, and
we are made aware of her eccentric
habits. Thus we arrive at the piquant
aspects of the story. Dressed as a man
the Girl-Queen goes out riding and
decides to stay the night at a lonely
inn. So does the Spanish Ambassador
on the way to her Court. But there
is only one bedroom and the inn-
keeper suggests that the "young
gentleman" like the ambassador well
enough to consent, with just a touch
of diffidence, and the night transpires
to be the one on which love was born.

The incident at the inn is as daring
as any bedroom scene ever blinked at
by the censor.

One or two stiff and somewhat
unbelievable passages are saved,
single-handed by Garbo herself, who
carries considerable weight on her
shoulders in a performance of marked
strength and occasional inspiration.

The change of character which comes
with the dawning of love is beauti-
fully and subtly managed.

John Gilbert, as the Spanish Am-
bassador is sufficiently good enough to
justify his restoration to favour, but
he is out-acted by Ian Keith as the
Court villain, and Lewis Stone and C.
Aubrey Smith, who both lend dignity
to the proceedings.

MAJESTIC
THEATRE

Nathan Road, Kowloon. Tel. 57222

TO-DAY ONLY

At 2.30, 5.20, 7.20 & 9.20 P.M.

THE STORY THAT WILL
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PROFOUNDLY TOUCHED!

ERICH MARIA REMARQUE'S
great novel presented by
CARL LAEMMLE, produced by
CARL LAEMMLE, Jr., directed
by LEWIS MILESTONE.

ALL QUIET
ON THE
WESTERN
FRONT

he is out-acted by Ian Keith as the
Court villain, and Lewis Stone and C.
Aubrey Smith, who both lend dignity
to the proceedings.

ORIENTAL
THEATRELAST 4 TIMES
TO-DAY

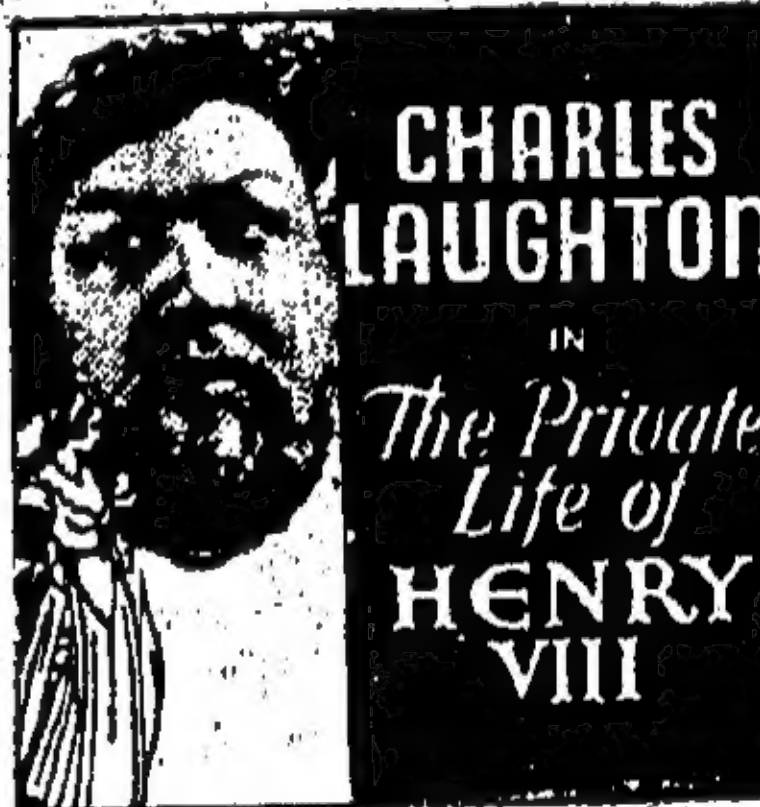
Here's a new kind of a Western
Comedy Drama. Cow boys out-
wit the gangsters at their own
game.



George O'BRIEN
CLAIRE TREVOR
EL BRENDAL

TO-MORROW
MONDAY &
TUESDAY

THE
ENTIRE WORLD
PROCLAIMED
THIS PICTURE
THE
SCREENS' GREATEST
MASTERPIECE.



CHARLES
LAUGHTON
IN
The Private
Life of
HENRY
VIII

"THE MATCH
KING"Warren William And
Lila Damita

Warren William and Lila Dami-
ta, two of the most popular players
of the screen, have been paired for
the first time in the leading roles
in the First National picture, "The
Match King," which is scheduled
as next change at the Queen's.

Not only had the two never played
together in the same picture
before, but they had never met
personally, although both, of
course, were cognizant of the
other's personality, and moved
more or less in the same Holly-
wood circles. They were intro-
duced to each other on the stage
of Warner Bros.—First National
studios by their director, Howard
Bretherton.

Though of quite opposite tem-
peraments, William being of a cool
and determined turn of mind, and
Damita, hot tempered and tem-
peramental, they played together
in absolute harmony, each express-
ing a high admiration for the
other's ability and personality.

The screen play is taken from
the novel by Einar Thorvaldson
suggested by screaming newspaper
headlines that revealed the double
life of a certain financial wizard.
It is one of the most romantic
stories of high financing, monu-
mental swindles and political in-
trigues that was ever emblazoned
on the screen. So colossal is the
scheme for world control on the
part of a financial genius that
even to-day, although the facts
are known to be true, that it seems
incredible.

There is a strong supporting
cast which includes Glenda Far-
rell, Harold Huber, Spencer Char-
lers, and John Wray.

Victorian Trend
Revives Charm
Of Rich Jewels

"Elegance, romance, and the
ladylike in dress, the three out-
standing phases of the recent re-
volution in women's fashions,
have inevitably brought jewell-
ry to the fore, with all the brillian-
ce and abundance of pre-war days,"
says Esther Ralston, who is mak-
ing a screen come-back in Para-
mount's, "To the Last Man."

"The discreet acceptance of a
single fine ring, a single clip, and
a few bracelets has been abandon-
ed, and the fortunates who can
be bursting forth in complete,
glittering sets.

"Rings are coming back in a
big way, with much emphasis on
the size of the stones and the
lavishness of the settings. Bizarre
jewellery is affected for street
wear, but for evening, elegance is
the byword. Gold is extremely
popular and all trinkets of the
heirloom type are being featured
as important to the Victorian
trend in costumes. Even the
heavy brooches and bracelets of
twisted gold, so long abandoned to
their forgotten fate in the family
jewel box, are playing a return
engagement.

"Mature women have resur-
rected the dog collar of platinum
or silver, with lavish sprinklings
of precious stones. Women of all
ages are in a flutter about the
hair ornaments, one of the most
important items in present day
jewellery styles."

Among the new hat shapes are
the Chinese coolies, which may
be given a turned-up brim, and
the beehive, also with a brim like
that of a child's sailor. Worth
has little square hats like mortar
boards. Some cool collars are of
straw, and the hats, like the
Breton sailor hat, are very accom-
panying.



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Stock Exchange Building.

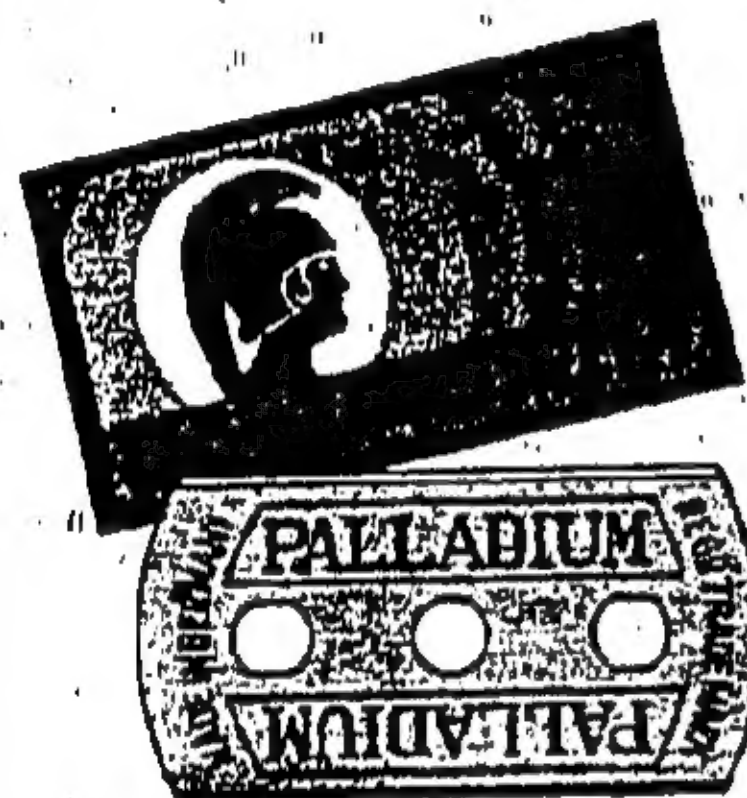
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ELECTRICAL
ENGINEERS.

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SALVAGE TUG "TAIKOO"
WIRELESS CALL
FIREMAN 60 Horses

—DRY DOCK—

Length 787 Feet.
Length on Blocks 760 Feet.
Depth on Centre of
SHI (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up
to 4,000 Tons Displacement.
Electric Crane at Sea Wall.
Capable of Lifting 100 Tons
at 70 Feet Radius.

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TELEPHONE: 30211.
CALL FLAG: "NUMERAL ONE" OVER "AMB. PRESENT"

Around the Courts

LOITERER GAOL
He Joined In The Chase

On a charge of loitering at the Wing Lok Wharf, Fung Pang, a caterer employed aboard the river steamer Lung Shan, was fined \$20 or, in default, two weeks' hard labour by Mr. Macfadyen at Central Magistracy yesterday.

Defendant was discharged on a charge of stealing \$5 in Chinese twenty-cent piece from a travelling trader, as the complainant was away in the country.

Detective-Sergt. Goodwin stated that at 2.50 a.m. on May 6, district watchman No. 51 Cheung Kai Wing, was on duty in Cohnaught Road West near the Wing Lok Street wharf when he heard shouts of "Stealing!" He saw the defendant run up the gang-plank of the Nam Tao ferry launch San Hang On, on the wharf and to the Praya with the complainant in pursuit. He joined in the chase. Defendant wore socks but no shoes. He ran along Wing Lok Street West and stopped at the doorway of house No. 202, where the watchman arrested him.

After the watchman had given evidence, the defendant stated that while sitting on the deck of the ferry boat he saw a man run past him and at the same time heard shouts from the lower deck. Together with ten others he gave chase. It was dark at the time and he could not see the person clearly, and after turning the corner lost sight of him. The watchman then arrested defendant and accused him of stealing.

The Magistrate: Why do you jump to the conclusion that because a man was running he was necessarily a thief?

Defendant: Because there were shouts.

Don't you think he might have been chasing somebody else?—At the time that person ran past me on the deck there was shouting from the deck below.

Why did you run?—Because of the request that that person be arrested.

What happened to the ten people chasing?—They all returned to the launch after my arrest.

The watchman, recalled, said he only saw the defendant and the complainant running off the boat. Defendant admitted a previous conviction for stealing in April last year.

AT THE MARINE COURT

Unlawful Mooring of Boat

Lo See aged 39 years, mistress of Boat No. 3759Y, appeared before Commander Hole at the Marine Court yesterday morning, charged with unlawfully mooring her boat outside five others lying alongside the S. S. Fingal last Thursday afternoon.

The defendant pleaded guilty and was fined \$10 or one week hard labour in default.

CAUSING OBSTRUCTION

A fine of \$5 or five days hard labour was imposed on Leung Ming 25, fook of Trading Junk No. T2181H, who was charged with anchoring his junk in the Yaumatei Typhoon Shelter in such a manner as to obstruct the free access of the other vessels last Thursday morning.

THE MEANING OF "APPROPRIATE"

Legal Point in Traffic Summons

What is the legal meaning of "appropriate?"

This was the point which caused considerable discussion between Mr. E. W. Hamilton, the Magistrate, and Mr. F. H. Loseby, solicitor for the defence at Central Magistracy yesterday in a traffic summons against Yau Wai, for having driven private car No. 1981 without an appropriate licence, and Lai Ming Chai, the owner of the car, for having allowed Yau Wai to drive the car.

Mr. F. H. Loseby submitted that if a person had a driver's licence he could drive any car except a public or commercial car, because the regulations did not provide otherwise, and if a person had a public driver's licence he could drive a private car.

"Was it contended," asked Mr. Loseby, "that the word 'appropriate' meant that a person should have a licence for every type of car he drove?"

Two Types Of Licences

Mr. Hamilton:—There are two types of licences, public and private, and therefore if you have a public licence and are driving a private car, it would be wrong. For every separate type of vehicle,

a separate type of licence is provided.

Traffic Inspector Nicol said that if a person had a licence to drive a public car he could drive a private car, but if he had a licence endorsed to drive a bus in Kowloon, as in this case, then he could not drive a private car in the Central District.

Mr. Loseby:—That is exactly my point. There are two kinds of licences. A public licence permits a person to drive a private car, but anybody who has a driver's licence may drive a private car. What had probably happened was that the I.G.P. had said that this licence should not be used for a private car, but that was departmental, and was not in the regulations.

Mr. Hamilton:—The only way I can construe that word "appropriate" is that there is a special licence for every type of car. I am surprised to learn that a man with a public driver's licence is allowed to drive a private car.

Mr. Loseby pointed out that a section could not be interpreted by reading that particular section only; the whole Ordinance should be read so as to interpret the section.

The case was adjourned until May 29.

R.A.F. CORPORAL CHARGED

Corporal Eric George Herbert of the Royal Air Force, was summoned before Mr. Wynne Jones at the Kowloon Magistracy yesterday for (1) failing to drive with due care and caution in Salkung Road on April 28, (2) failing to make a report to the nearest police station after coming in collision with a man, and (3) failing to stop after a collision.

Traffic Inspector Saunders alleged that at 11 a.m. on the day in question, defendant knocked down a coolie in Salkung Road and failed to stop. The coolie was still in hospital, suffering from a broken leg, and it would be at least two weeks before he would be discharged.

His Worship remanded the case for two weeks.

Defendant entered pleas of not guilty against all three charges.

PENANG TIN

Conditions Show Improvement

The following are the minutes of the seventh annual general meeting of members of the Penang Tin Prospecting Co., Ltd., held at the registered office of the Company, No. 9, Beach Street, Penang, on Monday.

Present:—Messrs. E. H. Bulford (Chairman), L. R. Tofield, F. N. Syer (Directors), J. G. Brown and T. S. Anthony, who also represented the Secretaries.

In presenting the report and accounts, the chairman referred to the letter dated April 21 from the Company's auditors which was duly tabled for general information.

Continuing he said: There is little to be added to the printed report, as you have been advised it has not been possible to dispose of the Navi property, but a sub-lease has been entered into, which is also tabled for reference. I have discussed the position with the Tribunal this morning who tells me that so far he has been unsuccessful in obtaining an assessment under the International Restriction Scheme, but that he is again endeavouring to do so for the next period. He stated that immediately he was granted a working permit from Government he is prepared to equip the mine and go ahead with his sub-lease, but as you know there are many difficulties first to overcome before a permit is granted.

He is doing his utmost, and we all hope he will be successful. With regard to your holding in Penang Valley Mining Co., Ltd., as you may know this Company is now working on tribute, but for many reasons results to date have not been very successful. However conditions are now slightly improved, and we anticipate the quota for this period will be fulfilled in which case when the second unit is also in operation results should be rather better, and if this eventuates your holding in this Company should have a market value later on.

I am sorry, gentlemen, I cannot give you a more encouraging statement, but I have done my best to place the facts before you as they are today governed by circumstances now lying over which we have no control.

I now propose that the Report and Accounts for the year ended October 31, 1933, be and hereby adopted.

This was carried by Mr. L. R. Tofield and seconded.

Mr. Bulford Re-elected

Directors:—The retiring Director, Mr. E. H. Bulford, was re-elected on the proposal of Mr. R. L. Tofield seconded by Mr. F. N. Syer.

Auditors:—Messrs. Eratt and Co. were re-elected on the proposal of Mr. Bulford seconded by Mr. Syer.

FIRST CHINESE OWNER

Of An Aeroplane In Malaya

Owing to unforeseen circumstances, the Kuala Lumpur Flying Club have not purchased the aeroplane about which there was so much discussion at their annual meeting.

The machine is now the property of one of the Club members, Mr. Ong Eo Lim, who is therefore the first Chinese owner of an aeroplane in Malaya.

It will be remembered that the Club carried a resolution to supplement the number of machines in their possession by the purchase of another from a private individual who was leaving Malaya. The machine was said to cost \$1,500, and it was stated by Mr. M. T. Stanley, now Club captain, that it was a necessity as it would come in handy for taxi service flights.

The private individual was Mr. Roy Tuckett who has been making films of the route of the forthcoming London-Melbourne air race but had been refused permission by the Netherlands India authorities to film Dutch territory from the air.

Tuckett recently arrived in Kuala Lumpur and as the monsoons were setting in was unable to fly back to England.

The plane is a three-seater de Luxe Puss Moth.

WOMEN GIVE THEIR SUPPORT

Classes At Military Stations

The women of Singapore have rallied to the call for the establishment of a body of trained first aid workers to join forces with an efficient corps of men under the banner of St. John Ambulance Association.

Considerable progress has been made in the revival of the local branch of St. John Ambulance and the number of men and women on the list of enrolment totals close on a thousand.

One of the reasons behind the revival of the local branch is that a trained body of first-aid men and women would be needed in the event of any emergency.

There are about 130 women now attending classes which are held five times each week at the General Hospital. Four of the classes are held during the morning.

Much interest has also been shown by the women at the various military stations in Singapore and a number have asked that the activities be extended to include them. This is now being considered and classes will probably be held at Tanjong Barracks, Pulau Brani and Changi before long.

When efforts were set afoot to start the work in earnest, attention was drawn to the fact that in the event of a grave emergency there would be a serious shortage of trained nurses in Singapore. Such an emergency is not confined to war, but might arise through civil disturbances, a serious epidemic or even a big accident.

KNITTING FACTORY ON FIRE

Outbreak At Sham-shuipo

A fire broke out at 3 a.m. yesterday in Fook Wing Street, Shamshuipo, the houses involved being Nos. 98 and 100, both of which were severely damaged.

The ground floor of No. 100 was used as a knitting factory, while the first floor of both houses are tenement dwellings.

A police report states that everybody had disappeared from the place. Shortly after 3 o'clock a call was sent through to the Mongkok Fire Station, and three appliances under Mr. A. L. Cash attended, as well as two fire engines, under Mr. G. C. Moss, from the Kowloon Station.

WAH TZE YAT PO
71st Anniversary Celebrated

Over three hundred guests, comprising mostly of well-known Chinese journalists both in Hongkong and Canton were present at a dinner party at the Nam Yuen Restaurant last evening to celebrate the seventy-first anniversary of the "Wah Tze Yat Po," one of the leading vernacular papers in the Colony.

Mr. Chan Chi-lan, the managing director of the paper, presided and among those present were Mr. and Mrs. Leslie Ross, Mrs. B. Thompson and Mr. Chan Woon-yung (Professor of the San Yik-sun University).

The "Wah Tze Yat Po" is the oldest vernacular paper in the Colony, having been founded in 1863 by the late Mr. Chan Hoi Tung, the grandfather of the present managing director.

RECENT MOTOR FATALITY RECALLED

Inquiry Into Death Of Mrs. Hannah Scott

The distressing motor accident at the junction of Johnston Road and Arsenal Street on the night of April 5 when Mrs. Hannah Scott was killed as a result of being thrown from a side-car attached to the motor-cycle driven by Mr. E. Mitford at the time, had its sequel at Central Magistracy yesterday when a Coroner's enquiry was held into the circumstances surrounding her death.

Mr. E. W. Hamilton sat as Coroner, assisted by a jury comprised of Messrs. L. J. Stevenson (foreman), F. Ortlepp and A. M. d'Eca. Mr. J. M. D'Almada Remedios watched the proceedings on behalf of Mr. E. Mitford and Mr. Lee Hon Chi held a watching brief for the relatives of the deceased.

Dr. L. D. Fringle, medical officer in charge of Victoria Mortuary deposed of having performed a post-mortem examination of the deceased who was aged between 30 and 35.

There was considerable bleeding from both ears and slight bleeding from the mouth and the nose. There were multiple small superficial abrasions, but no limbs were broken.

Internal examination revealed considerable bruising under the scalp. The skull was of normal thickness, but the bones from the left side of the fort of the skull were extensively fractured. On the right side of the skull there was a circular fracture one inch in diameter. The base of the skull was completely fractured into two, the fracture extending from ear to ear. There was no laceration of the brain.

The cause of death was multiple fractures to the skull and concussion of the brain. The injuries were consistent with a severe impact on the left side of the head. It was impossible to estimate the force applied to fracture the skull. The injuries might have been caused by an upset at a reasonable speed.

Sergeant Robert Owen-Hughes told the Court that he had known the deceased since September 25, 1933 when she came and lived at No. 5, Morrison Gap Road. Deceased was a widow and was employed as a hairdresser and manicurist by the Alexandre Beauty Parlour. The last time he saw her was on the night of the accident at about 7 p.m. at No. 5, Morrison Gap Road.

The Accident

Tam Shing, a licensed motor driver, said that at the time of the accident he was walking under the verandah near the old Naval Canton in Johnston Road towards Arsenal Street. At the junction, he noticed a motor cycle combination, a Harley Davidson, which was being driven by a European with the European lady sitting in the side-car, coming towards him. The cycle was going at an ordinary pace.

The Coroner: Do you think he was going fast?

Witness: A little, fast because there was a corner.

Continuing, witness said that shortly after the cycle had passed him, he heard a "bang." He turned round and saw the cycle had overturned, lying across the lower part of the man's legs with the lady completely underneath. With the assistance of several passers-by, he lifted up the cycle. As soon as the man got up he lifted the lady who was later taken to the Government Civil Hospital in a lorry belonging to the China Motor Bus Co. Later he saw that the tyre of the rear wheel of the cycle was punctured.

Dr. D. J. Valentine, medical officer in charge of the Government Civil Hospital stated that shortly after 11 o'clock that night, he was informed by the sister on duty that a European lady had been admitted to the hospital and that life appeared to be extinct. He went to the Hospital and found the lady already dead.

He saw Mr. Mitford there and had a talk with him. He (Mr. Mitford) appeared "worked up" but he spoke and walked steadily, and was in no way under the influence of liquor. In this condition, he did not consider Mr. Mitford unfit to drive.

A "Breeze"

In answer to Mr. Lee, through the Coroner, witness said that he saw Mr. Mitford practically the same time when he saw the deceased. He reached the hospital within five minutes after the sister had called him up.

Mr. Lee then asked that if Mr. Mitford had been under the influence of liquor about half an hour ago could he have been sobered up by the shock.

Mr. Remedios interrupted heatedly by saying that it was most unfair to put the question as there was no suggestion whatsoever that Mr. Mitford was under the influence of liquor at the time.

The Coroner informed Mr. Lee that if the deceased's relatives had any suspicion they should have informed the Police or to him first before making any suggestions in Court. He might be wrong, but he could not allow questions to be put by solicitor in an enquiry.

Mr. Lee replied that he was not suggesting that Mr. Mitford was under the influence of liquor at all. What he asked was a general question.

The Coroner: I don't think it is for you, Mr. Lee, to labour that point. I think it is for me and I am not prepared to go into this at present.

Mr. Lee: If your Worship pleases.

Ha Yiu Chung, the driver of the break-down wagon of the China Motor Bus Company said that on the night in question he first saw the cycle at the main gate to the Naval Yard. The cycle was in front of him. There was no rain at the time and the road was dry. The motor-cycle was driven by a European with a European lady sitting in the side-car.

Just as the cycle was turning into Johnston Road, he heard a "boom." He drove up and found that the cycle had turned over completely. The lady was completely pinned underneath, and the man's legs were under the rear wheel of the cycle. The lady was later taken to Government Civil Hospital in his car.

In reply to the Coroner, witness said that the cycle was going a little bit faster than he was. He was going from 15 to 16 miles an hour.

Before adjourning the case, the Coroner informed Mr. Lee that if the deceased's relatives had any suggestions to make, he would like him to make them to the Police or to him first. He could not allow any imputation against a man who was not accused.

Mr. Remedios: Hence my annoyance over the question.

Mr. Lee (to the Coroner): If it does appear to you like that, I withdraw my imputation.

The case was then adjourned until Wednesday, May 16 at 2.15 p.m.

SPILLERS' GOOD RESULTS

(Special Air Mail Service)

London, April 24.

The 1933-34 results of Spillers prove to be even better than had been indicated by the recent increase in the Deferred dividend from 10 to 15 p.c., for the company's trading profits have risen from £353,446 to £405,409. The surplus on investment sales, however, has declined from £161,719 to £72,225, though the amount brought into profits is only £4,493, less, for £150,000 last year went to investments reserve. The net result is an increase in distributable profits of £59,398 to £370,934, of which hardly more than £40,000 is absorbed by the increase in the dividend. Thus, the carry-forward is raised from £185,229 to £173,857.

Major changes in the balance-sheet clearly arise mainly from the recent extensions to properties, for their book value is £292,895 higher at £2,877,965, with the result that there has been a substantial decline in cash and gilt-edged securities. This, however, is partly attributable to larger advances to subsidiaries. The mills at Glasgow, Calgary, and Vancouver have been temporarily closed.

THE BRITISH EMPIRE LEADING IN THE GREAT RACE FOR RECOVERY

Singapore Trade Fair Opened

Singapore, May 5.

"The British Empire has acquired a good start over the rest of the world in the great race for recovery, and it rests with us not only to maintain our position but to progress still faster than the rest of the world," said His Excellency, Major General Ernest Lewin, G.O.C. when he opened the British Trade Fair at the Great World, yesterday evening.

His Excellency appealed to the public of Singapore to take advantage of the eight days during which the Fair would be in progress to spend their money wisely for the benefit of the Empire as a whole.

There was a huge crowd present and the show-ground presented an animated spectacle, flooded in light from the 150-odd stalls in which were displayed almost every variety of British and Empire produce.

One of the striking features of the display was the fact that apart from special lighting effects to show up the exhibits, very little decorative effect was seen. Rather had the exhibitors relied upon the attractiveness of the articles themselves to impress those who viewed them, and it was at once a tribute to the unmistakable "British" finish in the products and to the showmanship of the exhibitors, that every stall presented an interesting appearance.

Interesting To All

There is much at the show to interest not only technical men but the ordinary member of the community and the housewife. The motor section is a feature in itself, and Empire tin-plate food plays a great part.

Mr. R. Boulter, British Trade Commissioner and Chairman of the organising committee, welcomed the General Officer Commanding and Mrs. Lewin when they arrived shortly before half-past six, and conducted them to the central band-stand where opening addresses were delivered.

In calling upon His Excellency to declare the Fair open, Mr. Boulter said:

"His Excellency the General Officer Commanding the Troops and Mrs. Lewin have very kindly come here this evening to open the British Trade Fair. On behalf of the Exhibitors and the organising committee I wish to say how very glad we are to have the General and Mrs. Lewin with us this evening; and how much we appreciate the interest they have shown in our Fair.

To Promote Trade

"By this time I think most people in Singapore know what the British Trade Fair stands for, and what it aims at doing. To put it as shortly as possible the Fair is a collective effort to promote the British Trade. Each year we have had to increase the number of stalls to accommodate all the merchants who wish to take part. This year I am sure every one will find a better display than ever before.

"I want also to say a few words of thanks to those who have done so much to help us. The press have taken a keen interest and over a period of some weeks have done very great deal to keep the show before the public. They have the management of the Great World to thank. Nearly every week for the last two months I have come here to see Mr. Leo Choon Eng and his deputy Mr. Kueh Siah Eng. Everytime I have asked for something fresh to be done. They have been very generous and very helpful, and I should like them to feel that their co-operation is really appreciated.

"We are very grateful to the General and Mrs. Lewin for coming here to-night. I now call upon His Excellency to declare the Fair open."

A Great Privilege

Before formally declaring the Fair open, His Excellency said: "I regard it as a great privilege to be called upon to open this Fair this year. I ask you all to give your active support to His Majesty's programme for 'buying British.' At the risk of slightly repeating a few of the remarks that the Chairman has made, I would remind you that this Fair is no individual effort, that there is no individual and no single firm that is trying to make a profit out of it. It is the collective effort of over 60 firms who are showing their products with a view to encouraging prosperity and trade in the British Empire.

The British Empire produces a vast number of articles which we are unable to show at this Fair to-day but you will find that there are twice the number of stalls there were last year—some 150—showing a large number of articles which are in daily use in the domestic houses of the whole of the community of Singapore.

Amongst other things I draw your attention to the motor car show. Motor cars in these days have come to be a luxury and have become a real necessity and I hope the Fair, on the motor car side, will be actively supported by everybody.

"One Big Appeal"

I would like to make one big appeal to you. We, in the British Empire, and indeed in the whole world, have been through some very troublesome times. We are all, I hope, agreed that leading, and leading handsomely, in the British Empire, and indeed in the whole world, is this great race for recovery, and it rests with us not only to maintain our

position but to progress still faster than the rest of the world. We are up against a great deal of competition, particularly in this part of the world and the appeal I make to you is to broadcast as widely as you can the fact that this trade fair is on here.

Look around it and you will see what a good show it is. Tell your friends all about it and encourage them to take advantage of the eight days that this fair is open here to spend their money wisely for the benefit of the Empire as a whole.

His Excellency then declared the Fair open and wished it every success.

Miss Lily Wong, the little daughter of Mr. S. Q. Wong, then presented a bouquet of flowers to Mrs. Lewin, after which His Excellency and Mrs. Lewin, accompanied by Mr. Boulter and members of the committee, made a round of inspection.

The band of the Wiltshire Regiment was in attendance.

BATTLE HONOURS Claims of the Gordons

(Special Air-Mail Service)

London, April 24.

Writing to the editor of the "Times," Sir Ian Hamilton states:

"Sir—The War Office is about to appoint a committee to reconsider battle honours and attempts to prejudice opinion in advance are to be deprecated. But, the old story of Arroyo dos Molinos is already afoot, and, as it is quite too bad of anyone, 'Functus Officio' or not, to try to drag the ghost of Sir Spencer Ewart into the witness-box, I am bound in duty as Colonel of one of the regiments concerned to cross-examine it.

Sir Spencer Ewart's father, Sir John Ewart, was Colonel of the Gordons. When he was dying almost the last words he uttered were, 'Arroyo dos Molinos.' His son had told me this, so when he was appointed chairman of the Battle Honours Committee in 1908 I felt confident justice would be done. Nothing happened, and I never could trust myself to mention the subject to Ewart again. 'Functus Officio' expresses his hope that the merits of this award have been finally settled. How can the merits of an award be settled when it has no merits? The lapse of time is no plaster to the hurt feelings of a Highland Regiment! Every 100 years makes the wound rankle the more.

Arroyo dos Molinos itself would be considered an affair of outposts nowadays, because, although thereby General Gerard's Corps had been almost totally destroyed and 1,500 prisoners were taken with artillery, baggage, and much treasure, our casualties (of which the Gordons suffered one-half of the total) were insignificant. My father, who commanded the 2nd Gordon Highlanders (now the 2nd Battalion Gordons), has told me that to the letter from his Grace the Commander-in-Chief answering the appeal made by Colonel MacDonald, commanding the Gordons, dated August 15, 1845, there had been fastened a slip written by his secretary advising the Colonel privately to let the matter drop, as the real fact was his Grace hardly thought it becoming that a regiment with so many great battles on its colours should seek to augment them by the record of a skirmish. My father had never himself seen the slip, but he believed it was filed at the depot. He also admonished me never to forget Arroyo dos Molinos—nor will I. True, it was only a skirmish, but numbers and bloodshed have very little to do with military value. Arroyo dos Molinos and Majuba may be fairly said to be, so far as strategic or tactical results were concerned, more interesting and more important than either Paaschendale or the Somme. The fact of three companies of the Gordons charging a French square of five battalions when

STOCK EXCHANGE'S NEW HOME

Declared Open By
Mr. G. H. Potts

At twelve noon yesterday, Mr. G. H. Potts, Chairman of the Hongkong Stock Exchange performed the opening ceremony of the Exchange's new home in Ice House Street. Although no invitations were issued, as it was the intention of the brokers to make the occasion as informal as possible, a large gathering of friends, clients and well-wishers of the members attended.

"On behalf of members of the Stock Exchange, of which I have the honour of being Chairman, I declare this trade hall open and wish success to the institution and all the investing public who may use the services of its members," said Mr. Potts.

Champanagne flowed freely inside the premises and visitors were treated with lavish hospitality. The toast of "Stock Exchange" was proposed by Sir William Shenton, who wished the members every prosperity and success in their new building.

Mr. G. H. Potts, replying thanked Sir William for his kind words. After trying for many years, he said, they had now a magnificent building and he felt members could get business in spite of the bad times, because now that they have a fine building and clients could meet their brokers there. The Stock Exchange had had many "ups" and "downs" and at the moment they were perhaps experiencing one of the "downs" but he felt sure that things would change.

Mr. Potts stated that although the first floor was unoccupied, it had been booked, and by Monday, the whole building will be fully occupied. He invited the guests to make a tour of inspection of the building. A vote of thanks to Mr. C. C. Little, the architect for the building, concluded Mr. Potts' speech.

Among the guests present were Sir William Shenton, Mr. H. B. L. Dowbiggin, Mr. C. C. Little, Mr. Li Tse Fong, the Hon. Mr. J. P. Braga, Mr. Leung Kam Fat, Mr. Harold Seth, Mr. F. A. Joseph, Mr. S. M. Churn, Lt. Col. H. L. Muirrow, Mr. C. A. da Rosa, Mr. C. Champkin, Mr. E. Des Voeux, Mr. M. J. Breen, the Hon. Mr. Edwin Taylor, Mr. W. J. Carroll, Mr. R. E. Rodgers and Mr. C. L. Sandes.

ARTS EXHIBITION To Be Staged By Buddhist Society

In compliance with the teachings regarding "Charity and Toleration" of the Great Buddha, the Hongkong Buddhist Society has decided to hold an Arts and Crafts Exhibition in the rooms of their Headquarters at Lee Gardens.

The exhibits of the Exhibition will comprise: (a) Buddhist Relics of historical interest. (b) Rare Buddhist "Sutras" (Canonical Books) and sacred scriptures. (c) Rare Buddhist Works of Art with photographs. (d) Buddhist sculptures and engravings. (e) Paintings by famous monks.

All who are interested are invited to contribute towards the success of the Exhibition by sending exhibits, suitable for the occasion, on loan or otherwise.

The Exhibition will continue for seven days from Wednesday 16th to Tuesday 22nd May 1934, inclusive, and will be open to the public from 3 p.m. to 9 p.m. each day.

All are welcome, and there will be no charge for admittance.

only one out of five of their flintlocks could be discharged owing to the wet is a feat surely worth recording. General Hill's dispatch on Arroyo dos Molinos is quite conclusive. The General was of a humane disposition and was specially pleased that successes so solid should have been gained with so little loss to his troops. Colonel Cameron, commanding the Gordons, writing from the field to General Hope, made the following pregnant remark:—

"I am not aware what people in Britain will think of this business, but this corps of the Army fancy that having obtained such results with so small a loss renders it unique of its kind, particularly on comparison with the fatal and miserable battle of Albuera."

To which sentiment I am sure "the people in Britain" to-day will gladly cry, "heal, heal!"

I am, etc.,
IAN HAMILTON, Colonel,
The Gordon Highlanders,
1, Hyde Park Gardens, W.2.

TRADE SCHOOLS IN HONGKONG

Report Follows Investigations In Malaya

A report on the question of establishing Trade Schools in the Colony, drawn up by Mr. George White, Principal of the Junior Technical School is given below.

Mr. White visited Malaya last year where he investigated the potential value of various types of Trade Schools.

HOW HONG KONG SHOULD PROCEED

In the course of his report, Mr. White referring to the heavy engineering trades states:—

"The similarity between the types of apprenticeship required by the Hongkong Dockyard and the Federated Malay States Railway Central Workshops is remarkable. Both desire to train their own apprentices on practical work and require of the educational system that it should provide them with apprentices with a sound general education, with a pronounced engineering bias if available. The size of the machines operated in the Dockyards, the enormous pieces of machinery, the heavy engineering workshop. The experiment of the Federated Malay States Railway of taking in passed Trade School students as improvers should be closely followed.

The ideal scheme of instruction is along such lines as have been operating successfully at Kuala Lumpur Technical School viz.—practical training in the works combined with a carefully co-ordinated system of training in the Technical School; the whole to be based on a second pre-apprenticeship training.

Motor Repair Work

The automobile repair trade, the report continues, lends itself very specially to Trade School instruction. The standard of work done in Hongkong is on the whole bad, and is characterised by a degree of carelessness impossible in a Trade School trained apprentice. There would seem to be every hope of such a school being a pronounced success, but certain points must be observed:—

(a) The standard of the Trade School student must be sufficiently above that of the outside apprentice to attract the attention of the best firms.

(b) It is not worth while giving a Trade School training to a boy without insisting on a knowledge of English, either on entry or to be attained during training.

(c) The rates of pay in the Straits, relative to the cost of living, are at least 50% higher than in Hongkong. Care must be taken not to attract to a Trade School boys of a class which would regard \$30-\$40 a month as insufficient.

Sons of Foremen

(d) As in the Junior Technical School it would be best to attract the sons of foremen, etc., in the garages. These could either pass through a preliminary course at the Junior Technical School or be recruited direct from the English Schools. "About 30 per cent. of the students without any trade connection could be recruited direct from English Schools. The placing of such students should not be difficult if the bigger motor agencies can be interested, as it certainly would pay them to be."

(e) A connection should be established from the beginning with all branches of the Public Works Department which run workshops. The width of the course in the Trade School would enable it to undertake a fair work and a certain number of its students would make valuable additions to the workshop staffs.

Airport Possibilities

(f) The development of Hongkong as an airport should give openings which will otherwise be filled by imported labour.

It is suggested that much confusion of thought can be avoided if it is recognised that the aims of a Trade School in Hongkong would be:—

(a) To effect an improvement in the skill of the artisan employed on light engineering work.

(b) To bring modern methods before the eyes of the garage proprietors.

(c) To provide a reliable, educated type of foreman.

It should be understood that the boy trained in a Trade School would not, on leaving, find the automobile trade his only source of employment. He would be well equipped for any branch of the light engineering trades.

Building Trade

In regard to the building industry, Mr. White states: "It is hoped to be able to lay a proposed system of part-time apprenticeship before the Government and the master builders at an early date."

A start has however been made by providing an evening course in practical carpentry, drawing and workshop arithmetic, confined to boys connected with the trade. This course should provide useful data for future action. The course has been strongly supported by the Master Builders Association.

Mr. White intimates that before further action can be taken in con-

sidering the future of Technical training in Hongkong, a decision on the following points is required:—

Is the scheme for Building and Engineering Trade Schools to proceed? If so (a) will the buildings contain all Technical Training Schools, viz., Junior Technical School, Building School, Light Engineering School and Senior School on one site? or (b) will a system of decentralisation be preferred?

Will a site or sites be earmarked at an early date to enable a comprehensive scheme to be submitted?

AN ATTEMPTED REBELLION

Threats To Kill Any European

Medan, Apr. 30.

One death has been caused, four men have been seriously wounded and several policemen have been slightly injured in an attempted rebellion at Kepoch, Java.

The trouble started when a village headman demanded payment of a three and a half cents school fee, due in respect of an individual's children. The villager is reported to have refused compliance, at the same time engaging in seditious threats, whereupon the headman, endeavoured forcibly to stop him. This resulted in the villager attacking the headman and inflicting injuries upon him and upon his brother.

This was the sign for an open rebellion. A crowd of fanatics assembled in the mosque and threats were made that if any European approached he would be murdered. At that juncture a European police sergeant at the head of a posse of police pushed his way through the crowd to arrest the ringleader. A fierce scuffle ensued in which one man was killed and several people injured.

It is stated that the demand for the tax was not the real reason for the trouble, but in the background was the belief in the existence of the Ratu Adil (Righteous Prince) which is widespread among the primitive races in Netherlands India and often used by agitators to foment discontent. The legend is that the Ratu Adil will deliver the people from taxation and will found a "Thousand Years' Empire."

SOME FAIR FEATURES

Creation Of An Advertising Campaign

The fact that a pretty picture alone does not make a good advertisement is strikingly revealed at the Advertising and Publicity Bureau Ltd. (Stand No. 50) which is a very interesting exhibit at the Trade Fair.

Using a colour scheme of black, red, silver and gold, the A.P.B., as this company is popularly termed, has created a display which shows in a clear and concise manner, that successful sales depend upon a complete, well planned campaign embracing every phase of publicity. As twelve years experience of successful sales building lie behind every A.P.B. advertising campaign, this stand will undoubtedly prove a centre of attraction to those who are interested in the marketing of goods in Malaya and China.

Ovaltine (Stand 48)

"Ovaltine" is a very predominating feature of this year's Exhibition for in addition to a most attractive stand, there is an "Ovaltine" garden in which this popular beverage can be tried either hot or cold. The "Ovaltine" stand (No. 48) represents a typical English country scene with "Ovaltine Girl" charmingly represented by one of Singapore's leading beauties. The manufacture of this world famed product, from the finest malt, eggs and milk from the "Ovaltine" dairy and poultry farms, forms the theme of the "Ovaltine" stand, which, as usual, is sure to attract large crowds.

Gibbs Dentifrice

Visitors to Stand 47 which is occupied by Gibbs Dentifrice have the opportunity of seeing an attractive display of Gibbs products, and also winning handsome cash prizes in simple and amusing competitions. Gibbs Dentifrice is an extremely popular dental product in Malaya for it not only cleans teeth but preserves them. It is packed in handsome containers, and more important still it is extremely reasonable in price.

POWELL'S GENUINE SHOE SALE!

"They came from Powell's Sale." No higher tribute can be paid to any bargain—anywhere. It sets the seal on your good taste and judgment, and affords you a deep satisfaction in the knowledge that you have secured an exclusive bargain in quality and long service.

COMMENCES ON MONDAY

May 14th, Business hours during Sale

8.30 a.m. to 6 p.m.

SHOES FOR SPORTS & WALKING

AN ASTOUNDING SALE GROUP

From \$2.75 to \$16.75.

We invite you to visit our Shoe department this week.

Wm. POWELL, Ltd.

Hong Kong Stock Exchange
10, Ice House Street.

THE ACCUMULATOR REVOLUTION!



It has happened! For nearly fifty years, accumulator design has stood almost still. Now it has been changed at a stroke! The cumbersome glass box so familiar to you with its load of heavy "plates" is obsolete at last. In its place—a simple cylinder of lovely battle, plate-less, almost unbreakable, and, in relation to size and weight, of almost double the ampere-hour capacity! Yet the cost is little more. Everywhere, in thousands and thousands, the new accumulator is taking the nuisance out of battery-operated wireless. Get a BLOCK accumulator to-day from:

THE ANDERSON MUSIC CO., LTD.
Ice House Street. Tel. 21322.

COLD DRINKS ALWAYS AT HAND

IF YOU USE A

"THERMOS"

FLASKS FROM \$2.75

JUGS FROM \$9.50

KEEPS LIQUIDS COLD
FOR 48 HOURS

JARS FOR BUTTER, ETC.

FROM \$5.00

HARDWARE DEPT.

LANE, CRAWFORD, LTD.,

NEW ADVERTISEMENTS

THE FAR EAST AVIATION
COMPANY, LIMITED.

NOTICE is hereby given that application has been made to Directors of this Company to issue to Joseph Evington Smith of Amoy, duplicate certificates of 175 and 50 shares respectively in the above Company or other certificate or certificates in lieu thereof, upon the ground that the original certificates No. 119 and 120 both dated 12th July, 1933 have been lost or destroyed; and Notice is hereby given that if within thirty days from the date hereof no claim or representation in respect of such original certificates is made to the Directors they will proceed to deal with such application for a duplicate or other certificate or certificates.

A. EDWIN SIMMONS,
Secretary.

Hong Kong, 18th day of May, 1934.

125-42

DOUGLAS STEAMSHIP
COMPANY, LIMITED.

THE Ordinary General Meeting of the Shareholders in the above Company will be held at the Company's Office, P. & O. Building on Friday, May 18th, 1934 at NOON for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1933.

The transfer Books of the Company will be closed from 10th of May to 18th May, 1934, Both Days inclusive.

DOUGLAS LAPRAIK & CO
General Managers.

Hong Kong, 7th May, 1934.

125-23

THE CANTON INSURANCE
OFFICE LTD.

NOTICE TO SHAREHOLDERS.

THE Fifty-third Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on Friday, the 25th May, 1934, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December 1933.

The Share Register and Transfer Books will be closed from the 11th to the 25th May, 1934, both days inclusive.

JARDINE, MATHESON & Co. Ltd.
General Agents.

Hong Kong, 3rd May, 1934.

125-14

SERVICE TO READERS

THE HONG KONG, DAILY PRESS, LTD. and the HONG KONG WEEKLY PRESS, through their London Office, at 53, FLEET STREET, E.C. 4, Tel. 3137, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping, entrées, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.



The Secret of a Clear Skin

DAILY USE OF
CUTICURA SOAP

Before retiring, bathe the face freely with hot water and Cuticura Soap, using plenty of Soap. Rinse with tepid water, finishing with cold water if agreeable. Containing medicinal and healing properties, Cuticura Soap acts as protection against skin troubles.

Sample each Soap, Ointment and Talcum on receipt of 25 cts. Address: Mailer & Pinner (Ade) Ltd., P.O. Box 23, Hong Kong.

Sold Throughout the World



EPHEDROL
WILL CURE
YOUR
COLD!

**TRY
IT!**

EPHEDROL

GIVES INSTANT RELIEF IN ALL CASES
OF CATARRH, HAYFEVER OR COLDS

It is the original and entirely new method of nasal application. Not only can it be readily carried and used at all times when necessary, but **NOT BEING AN INHALANT** it leaves no nasal soreness usually associated with such products after use.

EPHEDROL

Sole Agents:

A. S. WATSON & CO., LTD.

Editorial and Business Office: 11
Ice House Street. Tel. 30361
Night Editor (Wanchai Office):
Tel. 24511.
London Office: 53, Fleet Street,
E.C. 4.

The Daily Press.

HONG KONG, MAY 12, 1934.

THE TEST MATCHES

The Home cricket season is but a few days old, but we have already had reports of big individual scores and also a few remarkable bowling performances. Interest in the game this year is all the more intense by reason of the fact that the Australians are now in the 'Old Country' and that this year's Test matches have been predicted by more than one prophet to be the most historical matches ever played. The two leading cricketing countries will clash again for the honour of keeping the much-coveted 'Ashes' and while we here in Hong Kong will have to be content with but short descriptions of the games, we nevertheless express the hope that they will be fought out in the best traditions of cricket, and that things like the body-line controversy will not crop up again.

No sooner the Australians set foot on English soil than they went about their business of preparing for the Test matches in a manner which indicates that England will not only have to fight, but fight very hard if she wants to retain the Ashes. In their first game, Don Bradman, the most prolific run-getter of to-day, started well. He scored a double century in his first game, and although he was bowled for a "duck" two days ago, critics all over the country seem to be unanimous that this run-getting machine is working better than ever. W. H. Ponsford also seems to have found his form while Billy Woodfull, their captain who was described as the "unbowable," is batting well, though it is not thought that he will be as "unbowable" as of yore. As for their bowlers, O'Reilly gives the impression that he will be a constant source of trouble to the opposing batsmen. In short, Australia have got together an excellent team, and indeed the Test matches will be worth going a long way to see. The first game takes place at Nottingham on June 8, and between now and then, there will be much speculation regarding the prospects of the two countries.

And what of England? The most significant fact is that Doug-

las Jardine who captained the England XI that toured Australia last year, will not be available for the Tests. He definitely said so in a communication to the M.C.C. and this has made the cricketing public ask, "who will be chosen to lead England?" Several names come to mind immediately, but it is gratifying to note that Arthur Chapman is reported to have obtained leave from business in order that he might devote more time to the game this summer. This is taken to mean that the Kent amateur is "running" for the captaincy in the Tests. Let us hope that he is for with due respect to the other candidates, Chapman would be the ideal choice. Barely twenty-six years old when he was given the honour of leading England against Australia in that memorable game at the Oval in 1925 when England won by 289 runs, Chapman went about his business in such a thorough manner that he soon won the hearts of not only members of his team, but also those of all followers of the game. Since then he had not figured very prominently in big cricket, but that was because business claimed most of his time. Chapman has a large following, but what is even more important, he is a natural captain, and one who is well-liked by the Australians.

Inaugurated as long ago as 1876, the Test matches between the Mother Country and Australia have long since been looked upon as the biggest events in the Cricket Calendar of the world. Thousands of people flock to see these games while those who are not fortunate enough to be present, eagerly scan the papers for details of the play etc. The games do not just show who is the better team. Indeed they have a far deeper and more important mission—that of bringing Britain and the Dominions to a better and closer understanding of each other. The importance attached to this side of the games may be gauged by the fact that it had never been considered too much trouble and expense to send one team from one end of the world, as it were, to the other extreme, just so that twenty-two men may chase a ball for days on end.

Cricket stands for everything that is fair and just. Indeed, there is no such thing as defeat in cricket, for even though a team may be beaten, no matter how thoroughly, there is always the feeling at the conclusion of a match that one has played cricket in the truest sense of the word, as a reward. And what better reward can any sportsman desire than the fact that he is regarded as one, by his fellow men, who has always played the game in the right spirit?

Good luck to both England and Australia, and no matter who wins.

OBITUARY

Maj. General J. W.
Tulloch

London, May 10.
The death occurred yesterday of Major-General J. W. G. Tulloch, C.B., at the age of 72.—Reuter.

SINGAPORE
IMPORTS

Californian Polo
Ponies

Singapore, May 4.
Six fine saddle horses imported by Getz Brothers from California are due to arrive in Singapore on Saturday next by the s.s. Roseville.

The outstanding horse is a gelding of the Palomino breed, by name Arroyo Grande, a cream with a beautiful white mane and tail. Castro Chief is another fine animal and has figured at many round-ups and rodeos throughout the United States.

A golden buckskin is destined for the Kuala Lumpur Polo Club, and a strawberry roan saddle horse is for the same place.

The most expensive mount is a Texas trained polo pony named "Tango," which is consigned to the Penang Polo Club. This is a dark chestnut mare 15.1 hands.

Mr. Tevis, who is a polo player of repute and a trainer of polo ponies of international class, says—"Tango has been broken for about three years, is true on the ball, bumps well and breaks away fast. She is the kind of mount who will get into the middle of things, and will clear a place for her rider to address the ball. She is thoroughly set on her game and is 'every fast'."

There is another Texas trained pony in the shipment, a mare called "Black Lady" who is said to be thoroughly broken and ready for fast polo. This mare was ridden in practice matches by Aiden Roark, the well-known English polo star.

Getz Brothers have another shipment of 8 horses coming forward by the s.s. "Somerville" due in Singapore on May 26. Two of these are Texas trained ponies which will be sent at the Singapore Polo Club during the coming polo season. There are two Appaloosa ponies (roan coloured with many spots) which are just ordinary grade.

Another prize-winning Palomino, a dapple grey saddle horse and a chestnut champion jumper complete the shipment.

EXCHANGE
MARKET'S
BETTER TONE

Return of Confidence
Shown in Shanghai

Shanghai May 5.
Four days of unsettled exchange conditions yesterday yielded to a better tone, when there were signs of a return of confidence in the local market. The slump had followed a progressive decline of nearly a month due to realisation that the activities of U.S. silver holders to obtain an arbitrary price for the "white metal" were not wholly disinterested.

Silver yesterday morning in Bombay was up 11 annas as compared with the closing quotation of the previous day, on which New York silver futures had shown advances in erratic trading.

Local exchange yesterday opened with bank sellers at 1 1/2 sterling, 3 1/4 U.S. and 10 1/4 yen, and firmed up to the highest rates of the day just before noon, at 1 1/3 1/16, 32 3/16 and 10 1/2, under pressure of selling orders. There was little activity in the afternoon, and quotations gradually eased to 1 1/2-15/16 and 10 1/2, at which rates the market closed steady.

Gold bars moved within narrow limits compared with the violent fluctuations of previous days, opening at \$1054 and closing at \$1048.70, the highest point being \$1056.50 and the lowest \$1036.50.

Unsettled conditions had been expected for a day or two, and yesterday's improvement was therefore not unanticipated. Further sudden movements are not considered probable unless anything new occurs in the U.S.A.

we feel sure that at the end of the tour, the Australians will be able to take home with them, the pleasant memory that they had met a crowd of men who played cricket.

World Cable News In
Brief

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1934)
Received, May 11, 3-30 a.m.)

Bucharest, May 10.

At a dinner in honour of the Polish Foreign Minister, Beck, the Roumanian Foreign Minister Titulescu said that the Roumanian Government and the whole nation rejoiced that Beck had arrived in Bucharest on May 10 which is Roumanian's national festival. Titulescu went on to say that Poland and Roumanian were grasping fraternally each other's hands in the common mission for peace and that the Polish and Roumanian alliance which menaced nobody, was destined to form the nucleus of a powerful European organisation.

Beck in reply said that there were few alliances so clear and unambiguous as that between Roumanian and Poland. He expressed the hope that the two nations would become more closely united in the interests of humanity and international peace.—Transocean Kuo Min.

London, May 10.

Despatches from Paris have it that Mr. Arthur Henderson has suddenly changed his itinerary and will not proceed to Geneva but return to London on Friday. The Press opines Henderson as having sounded the French Government's point of view and will report to Downing Street before Captain Anthony Eden proceeds to Geneva to attend the League Council.

The Daily Mail says that Great Britain is adopting a policy of wait and see. The arrival of the German expert for disarmament, von Ribbentrop, is receiving considerable attention, the "Times" reporting that Ribbentrop will meet Eden on Friday.

The "Daily Herald" ironically declares that Ribbentrop, so to speak, is charged with the task to sound the views of the Cabinet which in itself does not know what it wants. The paper indulges in all sorts of conjectures on Ribbentrop's trip.—Transocean Kuo Min.

Paris, May 10.

In view of the fact that the commercial negotiations now proceeding smoothly between France and Great Britain, cannot be concluded before May 12, the French and British Governments have decided to partially prolong the Franco-British shipping convention of 1926 as well as the Treaty of Commerce of 1882, both of which expire on that date.

The prolongation is purely provisional and is only authorised in order to prevent Franco-British trading relations being deprived of their sole existing basis pending the conclusion of the new trading agreement between the two countries.—Transocean Kuo Min.

Vienna, May 10.

Chancellor Dollfuss revealed in the course of his speech at the Great Peasants' demonstration in the town of Salzburg on Thursday, that serious efforts had been made by elements hostile to the Government in order to sabotage the meeting.

The authorities stated later that one railway line leading to Salzburg had been wrecked in two places along a considerable distance, while numerous bombs were discovered in the permanent way which, however, did not explode.

At Salzburg aerodrome where Dollfuss landed, the Police found shortly before his arrival a tube containing a large quantity of explosive matter capable of creating widespread havoc. Some arrests have already been made.—Transocean Kuo Min.

Vienna, May 10.

Vice-Chancellor Starhemberg has received a telegram from Mussolini congratulating him on his appointment, and expressing the Duce's conviction that the new Vice-Chancellor's activity will serve to consolidate the Austrian State and further to develop the latter's friendly relations with Fascist Italy. The Secretary of the Italian Fascist Party, Starace, likewise sent Starhemberg a telegram of congratulation.—Transocean Kuo Min.

NEWS SUMMARY

An account of the Singapore British Trade Fair is given on Page 7

The wireless programmes for the week-end from ZBW (Hong Kong), KZRM (Manila) and Daventry for the week-end will be found on Page 4

Volunteer Orders, issued by Lt.-Col. H. B. L. Dowling, are published on Page 11

Diary of Local events Page 3

As usual on Saturday, we publish our engineering and Building Supplement to-day. Page 2

Our London Air Mail Letter, giving all the news of what is happening in that great city, is given on Page 2

A report of the Canton Insurance Office is given on Page 13

The activities on the local exchange, and stock markets are reviewed on Page 13

The Hongkong Stock Exchange was "At Home" to members and friends yesterday when Mr. G. H. Potts performed the opening ceremony of their new headquarters in Ice House Street. Page 7

Our regular feature, "Your Views and Mine" appear on Page 1

A report on the possibilities of Trade School in Hongkong appear on Page 7

The death of Mrs. Hannah Scott who was fatally killed in a motor accident near Arsenal Street on April 5 was enquired into at Central Magistracy yesterday. Page 12

The finals of the Hong Kong Cricket Club's "A" Singles Handicap and Handicap Doubles tennis tournaments were played yesterday following which the Chairman of the Club presented the prizes. Page 11

The entries and weights for the fifth extra race meeting will be found on Page 10

Lawn bowls notes and week-end prospects appear on Page 10

LOCAL AND GENERAL

Mr. C. H. Reid, of the Canton Municipal Electricity Works, is leaving on a well-earned holiday by the Hakozaki Maru to-day for England, where his daughter, Mrs. Skuse, is also spending a holiday.

Mr. David Harvey, of Messrs. Dodwell and Co.'s shipping department, will leave the Colony on Sunday by the Lloyd Triestino liner Conte Verde for Europe on home leave.

The annual Graduation Ceremony of the Nurses' Training School of the Alice Memorial and Affiliated Hospitals, together with a Reunion of former Nurses, will be held in the School Hall of the Ying Wa Girls' School at 7 p.m. to-night.

A Whist Drive for Servicemen will be held in the West Lounge of the European Y.M.C.A., at 8.45 p.m. on Monday next.

Mr. and Mrs. V. P. Waters, of Canton, with their two children, leave Hongkong for England on holiday by the s.s. Corfu, on the 18th inst. Mr. Waters is the Canton Manager of Messrs. A. S. Watson & Co., Ltd.

Two cases of small pox, one of enteric fever and two of cerebro-spinal fever were reported for the 24 hours ended on May 10.

The lecture by Mr. Bacci on "Some Remarks on Fascism" which will take place on the 23rd instant at the Hong Kong Hotel will be the last meeting held by the Circolo Fascista di Cultura during this season. The next lecture will be held during September next when Mr. A. Bianconi, Italian Consul General, will speak on the subject "The Jesuits in China and the work of Matteo Ricci."

EXHIBITION AT
BRUSSELS

British Government
To Erect Pavilion

London, May 10.

In view of the importance of next year's International Universal Exhibition at Brussels, both commercial and political, the Government has decided to participate, and the Belgian Government has been informed of this decision. It is the intention of the British Government to erect an official pavilion.

Eighteen countries are taking part in the exhibition including France, Germany and Italy—British Wireless Service

WOOL MANUFACTURE
IN CHINA

Mr. Latham's Expression
Of Interest

Shanghai, May 8.
Although the visit of the Rt. Hon. J. G. Latham, Deputy Prime Minister of the Commonwealth of Australia, is primarily in the interests of good-will it has been inevitable that the potential possibilities of Chinese wool manufacturing should come under his notice.

When discussing these possibilities with Professor Barker, of Chiao Tung University, Mr. Latham expressed deep interest in the two reports which Professor Barker hopes to present on the "Development of Textile Manufacturing in China" and on the "Possibilities of Improving the Native Wool Supply of China" respectively. The wish was expressed that when these reports were presented the associated interests of China and Australia should be brought to the notice of the Chinese authorities in the hope that copies might be available for Australia.

Professor Barker was able to assure Mr. Latham that the Chinese authorities would certainly consider such a request favourably in view of the fact that only quite recently the authorities of Chiao Tung University had expressed a desire to have a copy of an unpublished report to the Victorian Government of Australia and so sympathetically had this request been received in Australia that the report had been specially printed and forwarded to China in the hope that it would be helpful in the industrial evolution which it is anticipated may take place.

Professor Barker's actual survey of Chinese manufacturing conditions is nearly completed after which it is hoped that he will be able to visit the wool-growing districts of China and furnish a report similar to those already presented to the Peruvian and Kashmir Governments on the same problem.

TRANSPORT
MERGER

FORESHADOWED

Tram and Bus Companies in Agreement

Shanghai, May 5.

An imminent working arrangement or form of merger between the Shanghai Tramway Co. and the China General Omnibus Co. for the coordination of transport facilities with a view to greater efficiency, public convenience, and economy in working, was foreshadowed in the speech of the chairman, Mr. E. R. Davey, of the International Investment Trust Co. of China, Ltd., at their annual general meeting of shareholders yesterday.

In this connection Mr. Davey said, "Success has at last attended the efforts of those who have worked hard for several years to secure the transfer of the head office and control of the tramway company to Shanghai. It will not be long, I am sure, before it will be necessary for substantial local shareholders in both concerns, your company being one of the most important, to turn attention to the desirability of some working arrangement or form of merger between the tramway company and the China General Omnibus Co. which will lead to coordination of transport facilities in Shanghai."

"Such co-ordination would obviously lead to greater efficiency, greater convenience to the public, and economy in working. Those who so readily write to the newspapers voicing their complaints of the insufficiency and alleged inefficiency of local transport do not realize, I am afraid, the immense difficulties which those who have to solve the transport problems of Shanghai have to face. As large shareholders in both concerns, we are satisfied that marked progress has been made, but we do believe that the transfer of the tramway company to Shanghai opens up a new and important vista of progress yet to be achieved."

RAJCHMAN REPORT CRITICISED

JAPAN SUSPECTS WESTERN POWERS OF WICKED PLANS

London, May 11. The "Manchester Guardian" in a leader on the Rajchman report points out there is no question of assistance for the Chinese army and no question of financial assistance, and adds that yet Japan, which loves her fellow yellow men too well to allow them to be "exploited" by the League regards with grave suspicion Rajchman's plans for lending half a dozen technical experts to help China to help herself. Besides, Japan suspects there are other wicked plans for lending China money; Japan has, therefore, again issued a semi-official easily refuted "warning" to the West to keep "hands off China." Japan has not of course forgotten all the members of the League are solemnly committed to assisting China on the lines of the Rajchman proposals.—Reuter.

REORGANISED CHINA

London, May 11. Dr. Rajchman's appointment as League of Nations adviser to China, and the fact that Japan was not represented on the China Committee of the League Council probably contributed to cause the recent semi-official expostulations of the Japanese Government, declares "The Times" in a leading article, to-day.

It is evident indeed from the study of Dr. Rajchman's report that the Chinese are most definitely being taught to develop their own resources on an unprecedented scale. Old established foreign concerns of every nation will have to take account of this extremely important development, and here and there must doubtless be losses and displacements, but on the whole it seems most likely that a re-organised and prosperous China will, in the long run, create an enormously augmented market for foreign imports.

The great Republic of the East must seek its help in the manner suited to it best. "The Times" continues. Hitherto it has not applied for a League loan and foreign aid in this respect may properly be deprecated until the credit of the Railway Administration is fully re-established and security felt that the loans will be employed for purposes to which it is destined.

In general, there can be no doubt that the world, as a whole, will welcome a better organised China and will regard enhanced prosperity as a common advantage. "The Times" concludes.—Reuter.

H. M. S. WHIRLWIND IN COLLISION

Bows Damaged By Merchant Vessel

London, May 10. H.M.S. "Whirlwind," of the Fifth Destroyer Flotilla, was in collision at 10.51 a.m. yesterday with the merchant ship, "Luineach," 1,074 tons, belonging to the Limerick Steamship Company, about 10 miles south-west from Start Point. The bows of both ships were damaged, but no member of either crew suffered injury. Both vessels reached Dartmouth under their own steam.—British Wireless Service.

CHINESE MILITARY MISSION

New Group Leaves For Europe

Shanghai, May 11. A Chinese military mission, headed by General Hsu Ting Yao, hero of the Sino-Japanese battle at Kupeikow, and General Yu Fei Feng, Quartermaster General of the Chinese Army, and concurrently Vice-Minister of Communications, left here for Europe aboard the s.s. Conte Verde, this morning, to study military transportation.—Reuter.

INDIAN COTTON CONFERENCE

Lord Derby Appeals To Lancashire

London, May 10. Lord Derby, speaking at the annual meeting of the British Cotton Growing Association, referred to the production increase within the Empire during the year, and said that honours went to Uganda, which produced nearly 300,000 bales of cotton. This was a record for that protectorate, and represented an increase of 90,000 bales over the previous year.

He appealed to the Lancashire spinners who spin low counts and to the manufacturers and shippers of cloth to give preference to Indian cotton.—British Wireless

BRITISH FARM POLICY

Not To Be Jeopardised By Foreign Agree- ments

London, May 10. The question was raised in the House of Commons yesterday as to what were the articles of agricultural and horticultural produce in regard to which it was proposed to make Britain self-supporting, and what articles it was intended should be imported in part from the Dominions and foreign countries.

The Prime Minister, Mr. Ramsay MacDonald, said it was impracticable, within the limitation of the question and answer, to deal with these wide issues, but he assured the House that in the commercial negotiations with Holland and other countries the continuation of the general development of Home agriculture would not be jeopardised.—British Wireless Service.

ENGLAND NEW ZEALAND FLIGHT

London, May 11. Miss Jean Batten, the New Zealand aviatrix, in continuation of her England to Australia solo flight in the "Puss Moth" machine, landed at Cyprus early yesterday afternoon from Athens, and left later in favourable weather for Damascus.—British Wireless Service.

Miss Batten left Lympne, England, on May 7 on her third attempt to fly to New Zealand. She arrived at Rome on Tuesday night and flew to Brindisi early on Wednesday morning, where, after refueling, she left for Athens.

COMMONS RISE ON MAY 18

London, May 10. The House of Commons will adjourn for the Whitsuntide recess on May 18, reassembling again on May 29.—British Wireless Service.

BRITISH PLANES TO VISIT CANADA

London, May 10. Sir Phillip Sassoon, stated in the House of Commons yesterday that the British Air Minister, Lord Londonderry, on the invitation of His Majesty's Government in Canada, had arranged that a flight of four "Fury" aircraft machines would take part in the Centenary celebration at Toronto in July.—British Wireless Service.

DEFAULTS IN WAR DEBTS

Mere Token Payments Unavailing

Washington, May 11. The American State Department has finally ruled that mere token payments from debtor nations will constitute a default within the meaning of the Johnson Act.—Reuter.

The Johnson Act prohibits American financiers from making loans to nations which defaulted or paid only token payments on war debts. The United States Attorney General, Mr. Homer S. Cummings later ruled that Great Britain was not a defaulter.

FURTHER DETAILS EXPECTED

Washington, May 11. Though it has been decided that debt token payments constitute a default within the meaning of the Johnson Act, the state department has now laid down, token payments will nevertheless be accepted in order, presumably, to prevent a universal stoppage of payments. A further clarification of the United States intentions will be given in the forthcoming Roosevelt debts' message to Congress.—Reuter.

U. S. SILVER POSITION

Solution Not Far Off

Washington, May 11. Legislation to clarify the silver position is expected soon, as President Roosevelt has apparently informed the Treasury Secretary, Mr. Henry Morgenthau, how far he is willing to go to meet the views of the silver group. Mr. Morgenthau has already reported to President Roosevelt the results of his conferences with the Congress members, who are concerned with silver.

He has now notified the Senators, who are interested, that the Treasury is ready for further discussions at any time. Some sentiment has developed for the abandonment of the proposal to nationalise silver, although in some interested circles that is regarded as unimportant.—Reuter.

ROOSEVELT'S WORD SILVER LAW

New York, May 11. It is stated that a highly discretionary Bill, making silver part of the legitimate monetary stocks of the United States is about all the Senate silver advocates expect to obtain as the result of protracted negotiations, declares the Washington correspondent of the "New York Times."

He adds that the leaders of Congress are assured the word of President Roosevelt and the White House is law where silver is concerned.—Reuter.

"PERSECUTION" OF INSULL

Township Advocates National Defence

Chicago, May 11. On the eve of Mr. Samuel Insull's arraignment here in connection with the failure of the great American utilities combining an Insull defence has been opened at Alhambra, California, a mountainous township of 2,000 inhabitants, who held a mass meeting yesterday urging a national Insull defence campaign.

They passed a resolution "Bitterly protesting against the Government allowing John Dillinger, the notorious 'killer' and bank robber, to remain at large, while Mr. Insull is persecuted beyond understanding."—Reuter.

Rubber Restriction Bill

Singapore, May 3. It is understood that legislation to implement the rubber restriction agreement will be introduced at a Legislative Council meeting on May 29. A special meeting of the Federal Council will be held on May 19, at which the legislation implementing the restriction agreement will be passed. It is understood, on good authority that the Hon. Mr. Marcus Rex, Financial Adviser and Treasurer, F.M.S., will be in charge of the administration of the scheme in Malaya. Mr. Rex, it will be remembered, was for a time Controller of Rubber Exports under the Stevenson scheme.

DIPLOMATS BUSY AT GENEVA

Important Develop- ments Expected

Geneva, May 11. Indications that important developments tending to a closer union in the Balkans may occur behind the scenes at the forthcoming meeting of the League of Nations Council, are provided by the promised attendance of five Foreign Ministers from east Europe, namely, Dr. Tewfik Rustu Bey, of Turkey, M. N. Titulescu of Rumania, M. Bogoljub Yevchitch, of Yugo-Slavia, Dr. Edward Benes, of Czechoslovakia, and Colonel Joseph Beck, of Poland. It is noted that most of them are not members of the League Council. Dr. Tewfik Rustu Bey and Colonel Beck have just paid official visits to Bucharest.

This remarkable diplomatic activity seems to suggest that some closer ties between the Little Entente and the Balkan States is being elaborated.—Reuter.

ARMS DELEGATE IN LONDON

London, May 10. Herr Joachim Von Ribbentrop who was recently appointed as Germany's special Commissioner for Disarmament, called at the Foreign Office yesterday afternoon, and met the Foreign Secretary, Sir John Simon, and the Lord Privy Seal, Captain Anthony Eden.—British Wireless Service.

SILVER MARKET

(From Our Own Correspondent)

London, May 11. London silver prices to-day were up 1/16th for both "spot" and "forward," as follows—
May 10 May 11
Spot 193/16 194
Forward 193/16 194
The London on New York cross rate at 2 p.m. to-day was 5.11/7/16, compared with 5.11/4 at yesterday's closing.

U. S. BASEBALL

Giants Beaten In Close Game

New York, May 11. The St. Louis Cardinals, 1931 world champions, recorded their eleventh victory in twelve games in the National League yesterday when they nosed out the New York Giants, present world champions, by a 5 to 4 tally.

Lou Gehrig, 1931 home run king, banged out two homers for the New York Yankees in the American League against the Chicago White Sox, thus enabling them to win by a margin of 13 to 3 runs.

The games between Pittsburgh Pirates and Philadelphia Phillies, and St. Louis Browns and Washington Senators were postponed owing to rain.

Results as cabled by Reuter were:—

National League

	R	H	E
Brooklyn	8	16	1
Frey, Little and Cuccinello hit homers.			
Chicago	12	14	0
Chuck Klein, W. Herman and Hartnett hit homers.			
Boston	2	7	0
Cincinnati	5	9	1
New York	4	10	2
St. Louis	5	11	0

American League

	R	H	E
Detroit	3	4	0
Goose Goslin hit a homer.			
Philadelphia	5	7	0
Bob Johnson and Pinky Higgins hit homers.			
Chicago	3	8	0
New York	13	12	3
Lou Gehrig hit two homers.			
Cleveland	11	12	2
Averill and Vosmik hit homers.			
Boston	10	12	4

Consult your doctor if anything out of the ordinary persists in your system, or anything that troubles you refuses to heal with ordinary treatment. Everything pathological is more easily treated at an early stage.

NEW THREAT IN NORTH

Japanese Protest In Manchuria

Dairen, May 11. A threat of further trouble in North China is contained in an announcement by the Japanese Kwangtung Army, accusing China of frequent breaches of the Tangku Truce.

It asserts that the latest violation occurred when the Chinese fired on a Japanese detachment on legitimate duty near Chihhsien, within the demilitarised zone created by the truce, and warns the Chinese that they must assume the blame should trouble in the zone recur.—Reuter.

REFORM IN BRITAIN

Lord Salisbury's Bill Dropped

London, May 11. The House of Lords by 171 votes to 82, yesterday passed the second reading of Lord Salisbury's Reform Bill.

Lord Salisbury indicated that as the War Minister, Lord Haldane, had killed the Bill, Lord Salisbury would ask for a second reading as a demonstration that reform was called for. He would not, however, trouble the House with any further stages. The Bill was therefore dropped.—Reuter.

MOSCOW RETICENT

Regarding Japan's Statement

Until the week-end Moscow had been most reticent about how the Japanese statement on China would affect Soviet Russia and Soviet foreign policy. All the newspapers published copious reports from London, Washington, Paris, Rome, and other capitals giving what were alleged to be the official opinions there, but they added little comment of their own. This was to the effect that instead of releasing a trial balloon Japan had exploded a trial bomb, that Japan had proclaimed China a Japanese protectorate, that Japan, intoxicated by her Manchurian experiment, sought to expel her fellow-robbers from China. The comment referred in particular to the United States and Great Britain as the target of the Japanese bombshell.

News from the Kremlin now indicates that the Japanese statement is causing the Soviet leaders the gravest concern, and the latest comments represent the Japanese move as the prelude to aggressive Japanese expansion on the mainland. Commentators markedly avoid direct reference to what was hitherto the chief cause of Soviet uneasiness—the aggressive plans of Japan in regard to the Soviet—and apparently they regard the episode as a welcome diversion from the Japanese-Soviet duel in the Far East.

The latest expression of views in official quarters declares with obvious satisfaction that Japanese-American relations will certainly become strained anew. The Americans had appeared willing to make concessions to Japan, hoping to localize the aggressive plans of Japan to the region round Manchuria, but such hopes have now been shattered. The Powers cannot now avoid interpreting the Japanese move as a direct challenge to themselves.

The Soviet Press continues to assert that common interests place Soviet, Russia and the United States side by side, and adds that Great Britain and Japan are bound together by the "interests of the common fight" not only against Soviet Russia but also against the United States. The latest Japanese move, however, and also their worldwide dumping, intrigues against Singapore and India, and designs in Abyssinia destroy Japanese chances of British good will. Japan, it is declared, has succeeded in sowing seeds of internal conflict among the Imperialists which must produce a rearrangement of their forces and fundamental alterations in their relations.

London Air-Mail Letter

A Smiling Chancellor: Women In America's Cup Races: Japanese Attache To Marry London Woman: Roman "Rackets": An Ypres Veteran: Lord Allenby's Hindenburg: "To The Worst Reader Of All": G. C. M. G. For Prince George: The Name On The Notes

(Special Air Mail Service)

London April 24. Mr. Rudyard Kipling once described the House of Commons on a big occasion as being "ready to snap before ever a bone was thrown." Yesterday the House was in just that mood.

It manifests itself at question time in the full-throated approval of Ministers' replies, fierce little waves of Opposition dissent, and laughter at trivial incidents.

Mr. Churchill obtained the biggest laugh when he found the Front Bench below the gangway on the Government side so crowded that even his most hearty efforts failed to procure him more than a few inches of room.

After perching precariously on the edge of the bench for a few moments, he crossed over to the other side of the House.

A SMILING CHANCELLOR
Last year when he entered the Chamber Mr. Chamberlain was grave to the point of sternness.

This year, having already delivered a breezy message to news-reel men outside the House, he was all smiles, joking with the Prime Minister and Mr. Thomas before he rose.

Then he became the Chancellor with whom the House has become familiar on Budget days. A few notes, a constant hand-washing, and a dry, competent voice.

The first three-quarters of an hour of any Budget are always dull, and Mr. Chamberlain seems to leave his statistics with humour.

In the Distinguished Strangers' gallery a diplomat nodded. Among the peers Lord Deiles, the chairman of the Income-Tax Payers' Association, heard the first reduction of taxation for his flock since Mr. Churchill's squireship of 1925, and Sir Austen on a back bench listened to his brother with his top-hat over his eyes.

WOMEN IN AMERICA'S CUP RACES
I hear that Mr. T. O. M. Sopwith may be accompanied by Mrs. Sopwith on board Endeavour during the America's Cup racing next September. This would not, however, be the first time women have sailed on contenders for this prize.

In 1886, Mrs. Henn, the wife of Lt. William Henn, owner of Galatea, was the first woman to do so. A few years later Lord Dunraven had his daughter with him on board Valkyrie III.

Lady Burton, the wife of Sir William Burton, who skipped Shamrock IV for Sir Thomas Lipson in 1920, was the latest to sail on one of the big yachts in "the race for the cup."

YESTERDAY'S SAYINGS
Sir Alan Anderson, at the British Chambers of Commerce meeting—Shipping subsidies carried to excess have turned a great world trade from profit into loss.

Lord Londonderry—This century is the age of petroleum, just as the nineteenth century was the age of steam.

Judge Higgins, at Brentford County Court—I have a wireless set in my house, but I wish I hadn't.

JAPANESE ATTACHE TO MARRY LONDON WOMAN
Mr. Toshio Katsube, Attache at the Japanese Embassy, of Cromwell Crescent, Kensington, is to marry Miss Lillias Watson Green, of the same address. In the notice of marriage given at a London registry office this week, Mr. Katsube is described as a bachelor, aged twenty-seven. The wedding will take place at St. Columba's (Church of Scotland), Pont Street, London, S.W.

Mr. Katsube, who has been attached to the Japanese Embassy for nearly three years, told a reporter that no definite date had been fixed for the wedding.

"Miss Green is a singer," he said, "and I have known her for about a year. We met at the house of a friend."

TOO BIG FOR SECRECY
During the "hanging" period at Burlington House the galleries are hallowed ground. Only the President and members of the council and hanging committee can enter them.

Yesterday, however, no secrecy could hide Sir Edwin Lutyens' huge model of the Liverpool Roman Catholic Cathedral. It was visible from the entry hall downstairs.

Too big for the architectural room, it has been placed in the big central gallery at the back of the catalogue stalls.

There it towers its red "brick-work" and pale blue-grey down an arresting spectacle which no visitor can miss, even as he mounts the stairs. I understand that it was the work of twenty men to assemble it.

ROMAN "RACKETS"
Hollywood's view of ancient Rome, as expressed in Eddie Cantor's new film, is a compound of super night clubs and luxury beauty parlours.

Even the Baths of Caracalla would have been put to shame by some of the scenes. Mr. Richard Day, who was responsible for the greater part of the decor, once made a disclosure to me that may have some bearing on its calculated magnificence.

He was joyously accepted as designer in Hollywood, he said, on the strength of an Old English village he planned. He had then never been near England.

Eddie Cantor, in the film, feels quite at home when he discovers intrigues on the Palatine reminiscent of municipal graft in the United States.

It is irrelevant, perhaps, but illuminating, to recall Al Capone's comment on Mussolini: "It's a sweet racket, if you can keep the boys in line."

AN YPRES VETERAN
Warrior, Lord Mottistone's 23-year-old charger, which is to be one of the veteran war-horses at the International Horse Show this year, was ridden by the Earl of Ypres at the battle of Ypres.

Warrior was a three-year-old when war broke out. He survived March 30, 1918, when the ridge and forest of Moreuil were recaptured with a loss of over 800 horses in an hour.

Col. Laurie, one of the Assistant Commissioners of Scotland Yard, is showing Quicksilver, an Irish horse which began its war service in 1915, and also survived the dangers of the Ypres salient.

Since its return to England Quicksilver has been present at every ceremonial parade in London.

LORD ALLENBY'S HINDENBURG
Mrs. Geoffrey Brooke is, I hear, sending from Cairo a horse which went all through Lord Allenby's campaign in the Near East.

Lord Allenby's own charger, curiously enough, was named Hindenburg and carried him most gallantly.

Perhaps the best known war-horse of recent history, capable of ranking with Wellington's Copenhagen or Napoleon's Marengo, was Lord Roberts' Vionole, which carried him on his famous march from Kabul to Kandahar.

Vionole wore the Afghan medal with four clasps and the bronze star awarded to those who took part on the march. Another horse to be awarded war decorations was the only troop horse of the Household Brigade to come through the Boer War.

"TO THE WORST READER OF ALL!"

In Germany a Social Democrat and former Reichstag member, Herr Thiesemann, has been sentenced to three years' imprisonment for making marginal notes on a prison library book. They were adjudged offensive to the Nazi regime.

Last week readers of the London Library, when Mr. Baldwin and Lord Greve addressed them, received a broadsheet of instructions in verse.

One under the title of this paragraph, ran:

Don't write in the margin, you devil
All pencilled remarks are taboo
For, however much authority may dwell,
We want to read them, and not you!

FIFTH EXTRA RACE MEETING

Full Details Of Entries And Weight

The full details of the entries and weights for the first day of the Fifth Extra Race Meeting to be held on May 19 will be found below. The entries (but not the weights) of the second day, May 21 are also included below.

FIRST DAY

Race 1.—Smugglers Handicap (6 Furlongs)

Banquet Hall	145
Bayardo	151
Bay View	166
Beta	145
Bold Marshal	140
Budge	163
Ebony Idol	140
Fudge	140
Great Hall	155
Hot Sun	140
Monoplane	158
Racing Pride	156
Ribble	158
Shaughraun	140
The Redshank	145
Tummel	150
William Osler	152
Zero	145

2.—Stonecutters Handicap (C) Class—(1 1/2 Miles)

Bay View	148
Beta	140
Bistre	155
Daylight Eve	147
Gold Bullion	145
King's Fancy	161
Lemberg	165
Macaroni	168
Mike	140
Monoplane	140
Racing Boy	140
Ribble	140
Royal Flush	140
Spinaway	152
Tummel	140
West Parade	143
William Osler	140
Wonderful Stag	149

3.—Brisbane Spring Handicap (1 1/2 Miles)

Able Amazon	163
Bag Tor	162
Bronze Era	165
Just That	158
Mutiny Bay	140
Night Star	145
Polar Star	135
Racing Heart	152
Sauvy Face	156
Woodland Stag	154
Atlas	163

4.—May Handicap—(A) Class (6 Furlongs)

Cossack's Beauty	164
Glencagles	145
Hetman	145
King's Justice	155
Sadko	154
Soldier of Britain	168

5.—Lead Mine Handicap (B) Class (1 1/2 Miles)

Brechlin	168
Bright Star	161
Don	165
Flying Tourist	145
Gladiator	153
King's Bounty	153
Oak Bay	147
Prima Donna	155
Soldier of China	158
Soldier of Germany	162

6.—Customs Handicap (C) Class—(6 Furlongs)

Bay View	148
Beta	140
Bistre	155
Boxing Eve	140
Gold Currency	140
High Speed	153
King's Fancy	161
Lemberg	165
Macaroni	168
Marquis Hall	152
Mike	140
Partnership	140
Racing Boy	140
Racing Pride	140
Royal Flush	140
Solar Star	140
Spinaway	152
The Redshank	140
Tillcum	140
Valorous	165
Wakefield	148
Wayward Stag	140
West Parade	143
Zero	140

7.—Pineapple Handicap (1 1/2 Miles)

Gavalcade	156
Grow Fan	140
Glass Hall	159
Copper Idol	168
Dancing Butterfly	155
In Good Time	140
Surprise	147

8.—Victoria Park Handicap (B) Class—(From 2 M.P.)

Australian Boy	153
Cheeky Face	180
City of Brisbane	135
Don	144
Finch	149
Lucy Glitters	148
Princess Angelina	145
Ration	135

St. Joan	140
Tecumseh	134
The Griffe	135
The Goose	152
Wriday	135

9.—Shatin Handicap—(D) Class (1 Mile)

Amoy	140
Bold Commander	140
Bold Marshal	161
Burgomaster	148
Chivalrous	140
Colombo	161
Fi-Fa	140
Fudge	158
Hell for Leather	140
Hey Tor	140
Hot Heels	161
Iron Grey	140
King's Parade	150
Morning Sun	158
National Day	155
Now's The Time	151
Orlando	148
Pie Face	158
Racing Triumph	161
Rose Leaf	161
Shaughraun	161
The Carp	140
Warrington	162
Wildnes	150

SECOND DAY

Monday, 21st May.

Race 1.—Hwang Ho Handicap—(One Mile) Banquet Hall	145
Bay View, Beta, Boxing Eve	140
Budge, Daylight Eve, Ebony Idol, Gold Currency, Great Hall, High Speed, Lemberg, Macaroni, Marquis Hall, Mike, Monoplane, Partnership, Racing Boy, Racing Pride, Royal Flush, Spinaway, The Redshank, Tillcum	140

Race 2.—Bohea Handicap—(Six Furlongs) Budge, Gladiator, Gold Bullion, Gold Currency, High Speed, Hot Sun, King's Fancy, Lemberg, Macaroni, Oak Bay, Prima Donna, Soldier of Britain, Soldier of Germany, Spinaway, West Parade, William Osler	140
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Race 3.—West River Handicap—(One Mile) Amoy, Bold Marshal, Burgomaster, Chivalrous, Colombo, Fudge, Gay Butterfly, Hey Tor, Hot Heels, Iron Grey, King Willow, King's Parade, Morning Sun, Northmain, National Day, No Fear, Now's The Time, Orlando, Pie Face, Powerful King, Racing Triumph, Rose Leaf, Shaughraun, Soldier of Italy, Sweet Life, The Bodega, Warrington	140
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Race 4.—Yangtze Handicap—(Six Furlongs) Brechin, Bright Star, Don, Flying Tourist, Gladiator, King's Bounty, Mayflower, Oak Bay, Prima Donna, Soldier of China, Soldier of Germany	140
Race 5.—Whitsun Plate—(One and a Quarter Miles)—Glencagles, Shaughraun, Warrington, Flying Tourist, Lemberg, Spinaway, Sadko, Cossack's Beauty, Hetman, Soldier of Britain	140

Race 6.—Polo Pony Scurry—(Unofficial) (Three Furlongs)—Celerity, Darien, Gallant Fox, Gobi Elf, Happy Fit, Paul Jones, Red Leaves, Stickypast, That's That, The Loafers, The Quail, Tigre, Victory, Winchester Stag	140
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Race 7.—Walsend Handicap—(One Mile)—Night Star, Polar Star, Australian Boy, Cheeky Face, City of Brisbane, Dinty, High Finance, Lucy Glitters, Portia, Princess Angelina, Ration, St. Joan, Tecumseh, Wriday	140
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Race 8.—Whampoo Handicap—(Six Furlongs)—Antamok, Bold Commander, Dare Devil, Hell for Leather, King Willow, Little Beauty, Panama, Scar Face, Soldier of Italy, The Bodega, The Cary, Tolshan, Utopian	140
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Race 9.—Pet-Ho Handicap (about one mile 171 yards)—Amoy, Cavalcade, Chesterfield, Chow Fan, Classic Hall, Colombo, Dancing Butterfly, Fi-Fa, Fudge, Helter Skelter, In God Time, King Willow, King's Parade, Morning Sun, National Day, No Fear, Orlando, Pie Face, Potsdam, Powerful King, Racing Triumph, Shaughraun, Surprise, Warrington, Wildnes	140
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Race 10.—Shing Mun Handicap (one and a quarter miles)—Banquet Hall, Bayardo, Bay View, Beta, Budge, Great Hall, Hot Sun, Monoplane, Ribble, Tummel, William Osler	140
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Race 11.—Nanling Handicap (one mile)—Bold Commander, Corrie, Delightful Chance, Hell for Leather, Kitap, Little Beauty, Racing Spirit, Sarabande, St. Ives, The Carp, Tolshan, Young Chief, Young Hero	140
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TEN YEARS OF IMPERIAL AIRWAYS

The Development Of The Empire Air Routes

The first ten years of a British national effort to establish air transport on definitely commercial lines have just been completed.

It was in 1923—after various schemes of subsidies had been experimented with—that the Government appointed a special committee to advise as to the best way of assisting air transport in the future.

The committee suggested the creation of a single national organisation to be aided by subsidies on an annually decreasing scale. It was to give effect to this recommendation that Imperial Airways came into existence in April, 1924, its mandate being to establish British air transport as soon as possible as a self-supporting industry.

The first phase of the Company's operations was a coordination of the data gained by the organisations which had been absorbed, and also a general survey of the economics of air transport.

One of the decisions reached was that any large traffic expansion in Europe was of secondary consequence in view of the competition of subsidised foreign companies, and of the highly-developed system of rail communication. While, therefore, the organisation and equipment of such continental services as it was found advantageous to operate was improved, it was decided to concentrate on plans for those long-distance Empire routes which have since been, and still are, the Company's main concern.

The First Link

The first link in the chain of Imperial air communication, that between Cairo and Basra, was established in January, 1927. Two years later this service was extended east and west to form a regular air-mail route between London and India.

In 1930 came an agreement for a weekly Cairo-Capetown air-mail, the first sections being opened in February, 1931.

A year later it was found possible to continue the route southward, enabling passengers, mails, and freight to be air-borne through from London to Capetown.

In July, 1933, the Indian air-mail was extended to Calcutta; and in September to Rangoon. In December of the same year a further link was established to Singapore. Towards the end of the present year it is hoped to complete the through route of 11,000 miles between England and Australia.

This summer, also, it is planned to eliminate on Empire routes the train link between France and Italy, replacing this by aircraft stages; while investigations continue as to the operation of an Atlantic air-mail between Great Britain, Canada, and the United States.

Turning to home air transport, a new organisation, Railway Air Services, was established recently by the chief railway companies and Imperial Airways to operate internal air routes within the British Isles. This summer—so far as arranged at present—services will be flown between London and the Isle of Wight; between London and Glasgow via Belfast; and between Plymouth, Cardiff, and Birmingham, with a possible extension to Liverpool.

As Time Went On

From year to year since 1924, in addition to a development of routes and organisation, there has been active progress with the aircraft used by Imperial Airways.

Ten years ago the aircraft taken over from the previous companies comprised a miscellaneous fleet of eight different single-engine and twin-engine types, some of these aircraft being of military design modified for civil use.

In the first air-liners ordered by Imperial Airways, and delivered in 1923, an endeavour was made to combine in an essentially transport type, as much as possible of the experience already gained. The result was a machine built largely of steel, and driven by three motors developing a total of 1,135 h.p., a feature of this power-plant being that any two of the motors would maintain the machine in flight when carrying a full load.

Accommodating 19 passengers, and carrying a steward to serve re-

freshments, these air-liners the "Argosies"—fully justified all expectations, and initiated the Imperial Airways policy of large multi-engined aircraft.

It was from the "Argosy," as loads increased and further experience was obtained, that Imperial Airways proceeded to still larger land-planes and flying boats driven by four engines. Space does not permit a description of each succeeding type, and for the same reason, the characteristics of the chief units of the Company's existing fleet can be given only in a summarised form.

Flying between London and Paris are the 4-engined "Heracles" type, carrying 38 passengers and a crew of four. Machines of approximately the same type—the "Hannibal" class—but with different accommodation and equipment, are in operation between Cairo and Karachi, and on the Africa route.

Built for high speed at high altitudes in Africa and the East is the 4-engined 1,360 h.p. "Atlas"—a monoplane air-liner. Having accommodation for 9 passengers, a crew of two, and nearly a ton of mails and baggage, this machine cruises at 120 miles-an-hour, with a maximum of 150 miles-an-hour.

On Mediterranean sections the 4-engined 2,200 h.p. "Scipio" flying-boats operate, carrying 16 passengers, a crew of four, and three-quarters of a ton of mails and freight.

More Progress Made

One of the latest Imperial Airways fleet units is the 4-engined "Scylla"—the largest air-liner to be built so far for service on any regular route. Its saloons seat a total of 39 passengers, one of these saloons being equipped as a smoking compartment.

Another new air-liner—the fastest 4-engined passenger-plane so far produced—has been built for Imperial Airways and Qantas Empire Airways in connection with a tender for the air-mail extension to Australia. This machine, the De Havilland 86, which is also to be used on certain continental routes, and by Railway Air Services on British internal air-lines, is driven by four engines developing a total of 800 h.p. Carrying up to 10 passengers, it cruises at 145 miles-an-hour, and has a maximum of more than 170 miles-an-hour.

In air transport speed is of course vital, and here the Imperial Airways policy is one of gradual acceleration, speed-ups being introduced immediately they can be proved to be economic, and are compatible with the Company's standards of regularity and comfort.

The service to India began with a flexible schedule of 7 1/2 days. As experience was gained this was shortened to just over 6 days. With this summer's schedules the journey will be speeded-up so that it occupies only 5 days. On the Africa route the first London-Capetown schedule was one of 11 days. Then it was reduced to 10 days. With this summer's schedule it will be shortened to 9 days.

Technical and other improvements, and a wider adoption of night-flying, will enable further speed-ups to be effected in due course.

The Decade Ends

It is hoped also that a growth in loads, and particularly in mail loads, will permit Imperial Airways to increase the frequency of their services.

In its first year (1924-25) Imperial Airways operated over 1,760 miles of continental routes, flying a total of 853,024 miles, and carrying 11,495 passengers and 28 tons of mails and freight.

During a recent period of twelve months the aircraft of the Company were flying over 14,000 miles of continental and Empire routes, covering a total distance of 2,355,834 miles, and carrying 59,996 passengers, and 882 tons of mails and freight.

Altogether, taking the latest figures available, the Company has carried since its inception more than 300,000 passengers and over 7,000 tons of mails and freight, while in regard to the all-important question of reliability the percentage of flights cancelled has been reduced from 22.25 in 1924 to 1.55 in 1934.

LAWN BOWLS NOTES

A Glance At The Teams In The League

(By "GREEN")

It is too early yet to form opinions as to the probable winners in the Lawn Bowls League, nor do the games during the last two Saturdays provide any criterion as to the strength of the respective teams. The most sanguine hopes on any particular team are likely to be upset as, while a few Clubs can be picked out at this stage as those who are likely to have a place for championship honours, no single team can be said to be so outstanding as to be a certainty for the honours. There is also the fact that the real test begins after the first five or six games. Fortunate are those teams which gain full marks during this period as, the early wins, by narrow margins or otherwise, have a steady influence on the subsequent doings of the team. "Joss" also shows up in this game as in any other, for as an instance we had a senior team in the opening game getting the points by a single shot; this might have been anybody's game. The winners naturally consider themselves lucky to open with a clean sheet, but what of the other side!

A casual glance through the results of the last two games reveals that the Kowloon Bowling Green Club, Craighengower ("A") and Civil Service will be prominent in the senior division. These three, and several years back Craighengower and Civil Service particularly, have been rival contenders, with Talook having a keen interest in the affair. Unfortunately the departure of the old bowlers have so weakened Talook and Kowloon Docks that they can hardly be thought of now as contenders for the championship. Club de Recreio, who originally started out with two teams in the junior division made a name by topping the list in the first effort to gain promotion, but their senior team (and for that matter the junior team also) are not commencing the season with the hopes which they were wont to hold some years back. Their outstanding bowler, R.F. Luz, has decided to return to the Craighengower fold where he picked up the game and has since demonstrated his prowess as a bowler. Raoul was a great force in Recreio bowling ranks and his absence will be very keenly felt.

With the promotion of the Craighengower (junior champions), who would have gone strong again in their section had they remained there, there are better chances for some of the other Clubs to place themselves on top. On past accomplishments, the Royal Hongkong Yacht Club must be given the principal place. It would surprise no one if they take top place this season. The Kowloon Bowling Green juniors were unfortunate recently. They had an even run and were more or less the favourites when they met reverses after a setback at the hands of Craighengower. However, the Bowling Green as in past seasons have some fine bowlers in their ranks, and this team, together with Civil Service, may be expected to keep close company with the Yachtsmen. The third Craighengower team counts mostly new players and they can hardly be expected to carry on as their other team has done.

Last Saturday's games gave full points again to the Kowloon Bowling Green, and Craighengower "A" and "B" teams in the senior division. The champions (Bowling Green Club) travelled to Talook and performed a creditable feat in returning with the spoils. They won by 17 shots. The Quarry Bay team, although not so strong in the past few seasons as in the old days, hardly permit visitors to beat them at home; but on this occasion the champions realised a long cherished hope. Craighengower "A" after their poor display against Civil Service in the opening game, accounted for Kowloon Dock by a heavy margin. The Valley team have been deprived of the championship by the Kowloon "neighbours" during the last two seasons after a successful sequence of wins. They are staging a comeback and it remains to be seen whether they will hold together. Their "B" team is undoubtedly not so good, but it is possible there may be some upsets in the inter-

club meetings as has happened before when the Recreio "B" turned the tables on their "A" team.

The Civil Service juniors scored a triumph over Club de Recreio, winning on all three rinks. The Bowling Green Club accounted for the Electricians, while the Yacht Club did not meet serious opposition from the Police. The results place the three winning teams with full points in the two games played.

While Craighengower "A" may be expected to return with the points on their trip to Kowloon C.C., the hopes of the "B" team trying to do the same when they cross to the other end of the Valley are not bright. The Kowloon Bowling Green should have an easy passage at King's Park. The Police have been the most unfortunate among the bowling teams. With a little luck they might be able to give Talook a close game.

The best game in the junior division is the meeting of the Yacht Club and Civil Service. This should provide interesting play with the odds on the home team. Kowloon C.C., Kowloon Bowling Green, Hongkong Electric and the Football Club appear as the other probable winners in this section.

The following are the games during the afternoon:—
Senior Division.
Craighengower "A" v. Kowloon C.C.
Civil Service v. Craighengower "B"
Recreio v. Kowloon B.G.C.
Police R.C. v. Talook.

Junior Division.
Kowloon C.C. v. Craighengower.
Yacht Club v. Civil Service.
Kowloon B.G.C. v. Recreio.
H.K. Electric v. Police.
Indian R.C. v. Football Club.

COMPETITIONS

About seventy entries have so far been received for the Open Singles Championship. Entries close on May 15 and the complete list will be published when issued. So far the following entries have been received in the other competitions, the "pairs" being a new competition this year:—
Pairs Championship.

V. Petherick and J. Watson, R. Hall and R. Duncan, J. S. Logan and H. H. Rose, E. C. Finch and R. P. Phillips, C. J. Tacchi and W. W. Hirst, P. O. Dunne and W. C. Simpson, H. Gittins and T. Ferguson, H. Hampton and J. C. Brown, L. Jack and J. M. Jack, E. B. Reed and E. S. Abraham, A. Macfarlane and L. de Rome, W. E. Hollands and J. J. Gregory, A. Steven and Dr. J. A. R. Selby, A. M. Omar and K. M. Omar, G. L. Buchanan and H. Beer, G. Duncan and W. Gill, W. K. Way and A. S. Gomes, A. A. Razack and W. V. Field, S. Abbas and W. J. Howard, U. M. Omar and B. W. Bradbury, R. F. Luz and W. Ward, W. Mair and W. McLeod, A. E. Carey and W. Glendenning, W. Forest and W. McHardy, G. Perkins and E. G. Post, A. R. Clarke and G. C. Moss, R. Ellis and J. S. Riddell, T. R. Hunter and L. M. F. Kelly and D. Fitches, J. Hollidge and P. E. Knight, L. R. Whant and L. Luck, A. W. Grimmit, and F. J. Jones, A. O. Brawn and B. E. Maughan, T. Armstrong and C. Strange, J. M. Purvis and John Pooler, J. Deakin and E. W. Simmons, T. E. Stainton and Jas. Watson.

Rinks Championship.
L. de Rome, E. V. Searle, A. Macfarlane and W. Macfarlane;
J. S. Logan, J. Watson, V. Petherick and R. Duncan;
H. Gittins, J. A. Howe, H. Hampton and J. Fraser;
E. B. Reed, E. S. Abraham, B. E. Maughan and A. Chapman;
E. G. Post, F. Haynes, J. J. Gregory and W. E. Hollands;
A. M. Omar, M. I. Razack, A. M. Wahab and K. M. Omar;
R. F. Luz, B. W. Bradbury, H. Beer and U. M. Omar;
S. Abbas, W. J. Howard, V. N. Atienza and Y. Abbas;
A. E. Coates, G. L. Buchanan, A. A. Razack and W. V. Field;
E. W. Simmons, J. Simmons, J. Deakin, F. J. Jones and A. W. Grimmit;
T. Armstrong, C. Strange, J. M. Purvis and P. E. Knight.
International Shield.
Australia—W. K. Way.
England—H. Beer, B. W. Bradbury, A. W. Grimmit, W. E. Hol-

WALKER CUP GOLF

St. Andrew's, May 11.
The match for the Walker Cup started in warm weather with an east wind. The course being in splendid condition.

At the end of the first round Goodman and Little (America) 75, were eight up on Tolly and Wethered (83). McLean and Macarville (England) 73, two up on Dunlap and Olmet, 74. Moreland and Westland (America) 78, two up on Bently and Fiddian, 79.

Scott and McKinlay, 75, and Egan and Marston 77, all square.—
Reuter.

lands, G. C. Moss, G. Perkins, E. G. Post, S. Randle, E. W. Simmonds and W. Ward.

India:—A. M. Omar, K. M. Omar, U. M. Omar, M. I. Razack and A. M. Rumjahn.

Malaya:—M. Y. Adal, A. Barker, A. R. Dalah and A. M. Wahab.

Philippine Islands:—Dr. V. N. Atienza and R. Basa.

Scotland:—T. R. Hunter, W. Mair and W. McLeod.

Switzerland:—J. S. Landolt and C. S. Roeselet.

Wales:—R. R. Davis, F. J. Jones, W. Phelps and B. Williams.

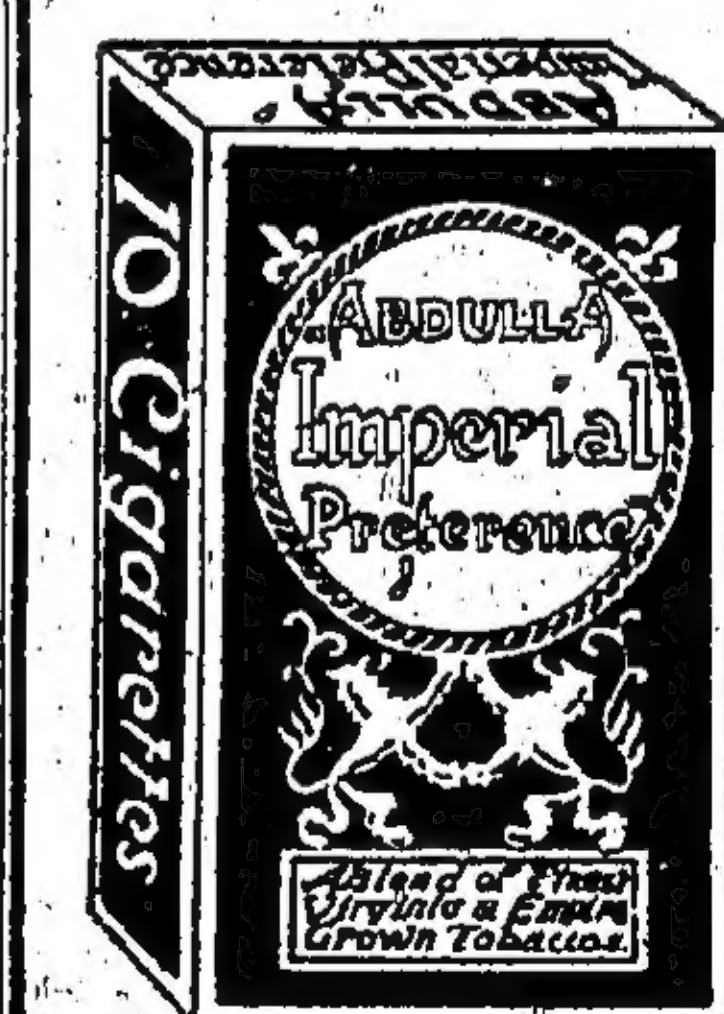
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ORDERS BY LT.-COL. H. B. L. DOWBIGGIN, O.B.E. COMMANDANT, H.K.V.D. CORPS.

1.—PARADE

(a) Corps 1st Battery:—
Trumpeters parade at 5.30 p.m. at Headquarters on Tuesday, May 15, 1934.

Parade at Headquarters at 5.30 p.m. on Thursday, May 17, 1934 for instruction on 8 inch Gun.
King's Birthday, June 4, 1934—Every member is expected to attend this parade.

(b) Corps Signals:—

Parade at Headquarters at 5.30 p.m. on Tuesday, May 15, 1934.

(c) Corps Engineers:—

Parade at Miniature Range at 5 p.m. on Monday, May 14, 1934.
O.C. Corps Engineers, congratulates teams on their success in the Corps Competitions.

(d) Corps Machine Gun Battalion: TROOP

Parade on Tuesday, May 15 at 5.30 p.m. at Volunteer Headquarters for Machine Gun Instruction.

Parade on Thursday, May 17 at 5.30 p.m. at Troop Stable, Causeway Bay, for Mounted Drill.

ARMOURER CAR COMPANY
Parade on Monday, May 14 at Headquarters at 5.30 p.m. Dress: Mutil.

No. 3 (ANZAC) COMPANY

A wreath was laid by 2nd Lieut. A. E. Bates at the foot of the Shanghai Cenotaph on behalf of the Anzac Company, H.K.V.D. Corps, on Anzac Day.

The Company will parade at 5.30 p.m. on Monday, May 14 at Headquarters for Machine Gun Instruction in Night Firing.

Members of Competition Team will parade on Friday, May 18 at 5.30 p.m. for instruction in 3rd Phase of Competition.

All Team members are requested to keep this and subsequent Fridays free.

2.—CORPS MACHINE GUN COMPETITION—2nd STAGE AND PRESENT POSITION

2nd Stage Ttl. Pts. Time Pts. to date

No. 3 (Anzac) Company 14.57 1,000 1,800

No. 1 Coy. (M.G.) 2 Coy. 16.04 933 1,735

No. 1 Coy. (M.G.) 4 Platoon 16.21 918 1,658

No. 1 Coy. (M.G.) 3 Platoon 19.18 739 1,496

M.M. Gun Section 23.09 508 1,265

Machine Gun Troop 22.54 523 1,243

No. 2 (Scottish) Company 26.24 313 815

3.—MACHINE GUN BADGES

The following qualified on Sunday, April 29, 1934 (Entitled to wear "M.G." without wreath).
M.G. Troop, No. 1694, Tpr. E. Joseph.

Motor Cycle Section: No. 1981, Pte. N. Whitley; No. 1557, Pte. J. Smith; No. 1771, Pte. F. H. Neale; No. 2099, Pte. V. C. Bond.

4.—MAPS

All Maps will be returned to the Adjutant forthwith.

5.—ALLOTMENT OF RANGE

The Stonecutters Range is allotted to the Corps Machine Gun Battalion as under, to fire their Machine Gun Casuals on Sunday, May 20, 1934.

This is the last opportunity for them to conform with conditions of Efficiency.

Headquarters.

No. 1 (M.G.) Company:—No. 1 Platoon, No. 2 Platoon, No. 3 Platoon, No. 4 Platoon.

No. 2 (Scottish) Company.

The launch will leave Queen's Pier at 8.30 a.m. and Kowloon Police Pier at 8.40 a.m.

CONTRACT BRIDGE

Third Round Matches

Third Round of the Contract Bridge Tournament to be played at the Sports Club on Monday, 14th instant, at 5.30 p.m.

1.—Mrs. Bradley and Mrs. Young-husband v. Messrs Shields and Jones.

2.—Dr. and Mrs. Chan v. Messrs. Dunham and R. E. Russell.

3.—Messrs. A. A. D'Arvedo and A. H. Carroll v. Messrs. Denenberg and Ozario.

4.—Mr. and Mrs. Ho Ki v. Messrs. D. Judah and M. E. Politi.

5.—Messrs. A. V. Baker and L. A. Tobias v. Messrs. M. David and J. Edgar.

6.—Messrs. Chiu Po Han and Yip Ying Chun v. Messrs. G. Kieffe and McKenzie.

7.—Messrs. D'Almeida and Silva v. C. Tacchi and D. Green.

The Fourth Round will be played on Tuesday, 22nd inst. The 1st Session of Semi-Finals will be played on Monday, 28th inst., and the 2nd round on Thursday, 31st inst. The finals will be played on June 4 and 11.

The Consolation Tournament

Com. Legge and Capt. Riggs v. Messrs. M. K. Lo and M. W. Lo.

Mr. and Mrs. Stanton v. Messrs. Joseph and Rakusen.

Mrs. E. Warren and Mrs. Johnson v. Col. Fordham and Dr. Smalley.

Mrs. Williamson and Mrs. Bryan v. Maj. Duclos and Mrs. Muzzall.

Mrs. F. Coote and Mrs. Phillips v. Fay Comd. Bayley Jones and Mrs. Henderson.

The above will play on Tuesday, 22nd instant, at 5.30 p.m. The winners to play on Friday, 25th instant at 5.30 p.m.

Messrs. E. Joseph and R. Pearce v. Hon. R. E. Lindell and J. W. Franks.

Messrs. M. H. Lo and H. Lo v. Mrs. Fordham and Capt. Marshall.

Messrs. P. N. de Silva and H. Barros to play the winners of Table No. 1 played on Monday, 22nd instant.

Mrs. Simon and Mrs. Tyson v. Mrs. A. Hayward and Mrs. E. M. Raymond.

Messrs. P. Abesser and Chung U Pui v. Dr. and Mrs. Valentine.

Mrs. Keary and Mrs. Withington v. Messrs. F. C. Eary and W. Patterson.

The above will play on Friday, 25th inst. at 5.30 p.m.

The First Round of the Tournament will be played on Tuesday, 22nd instant, the 2nd Round on Friday, 25th instant.

The 3rd Round on Monday, 28th instant. The Semi-Finals will be played in one Session on Thursday, 31st instant and the final in 2 Sessions on June 4 and 11. All rounds will start at 5.30 p.m.

Range Officer will be detailed by the Adjutant.

6.—TRANSFER

No. 1557, Pte. J. Smith from Motor Cycle Section to Corps Engineers with effect from May 11, 1934.

7.—LEAVE

No. 2078, Pte. B. Zerner, No. 3 Platoon, No. 1 Company granted three weeks leave as from 8.5.34 to 28.5.34.

No. 2112, Gnr. R.T.B. Lammert, 1st Battery, granted three weeks leave as from 1.5.34 to 24.5.34.

No. 1389, C.Q.M.S. J. C. Polson, No. 2 (Scottish) Company granted 31 months leave as from 24.3.34 to February 20, 1935.

8.—VOLUNTEER AIR ARM

Lieut. L. F. Nicholson is appointed to "B" Flight vice Pte. E. L.

H.K.C.C. TENNIS FINALS

Rodger Brothers Win: Dr. Traill Defeated

Only two of the four remaining finals in the Hong Kong Cricket Club's tennis tournaments were played off yesterday, the Club "A" Singles Handicap and the Handicap Doubles.

The final of the Club Singles Championship, should have been played yesterday, but A. T. Sullivan, a past holder of the title is ill and as a result the final will probably be played next week. The other finalist is L. Goldman, also a former holder of the title.

Yesterday D. M. MacDougall playing from (—) beat Dr. R. S. Traill (—) quite easily in the "A" Singles Handicap by scores of 6-0, 6-2, the former playing at the top of his form, while Traill, while also good to a certain extent was often beaten by a high ball.

U. Rodger and J. S. Rodger (scr.) brothers won the Handicap Doubles from Captain P. S. Cannon and the Rev. Lewis Bryan (—) after a four struggle.

The court on which they played was far from being good let alone perfect and at times the ball refused to leave the ground and rolled "dead".

In the opening set Cannon and Lewis Bryan held the upper hand, G. Rodger being very erratic at the net, sending several "kicks" into the blue screens. J. S. Rodger was lobbing well and kept a fine length on his forehand drives.

Cannon was the pick of the four players although he grew erratic at times. Lewis Bryan got in several good strokes at the net but was hopeless with the high balls, most of which he completely miss.

In the second set the Rodger brothers played a better game and took the set in convincing manner, they repeated themselves in the final set.

At the conclusion of both matches, Mr. T. E. Pearce, Chairman of the Club handed the winners and runners-up their prizes.

The following were the results:—

Club "A" Singles Handicap—Final

D. M. MacDougall (—) beat Dr. R. S. Traill (—) 6-0, 6-2.

Club Handicap Doubles.

G. Rodger and J. S. Rodger (scr.) beat Captain P. S. Cannon and the Rev. Lewis Bryan (—) 4-6, 6-1, 6-1.

SAILORS' AND SOLDIERS' HOME

Donations Received

The Rev. E. C. H. Tribbeck gratefully acknowledges, on behalf of the Committee of the Sailors' and Soldiers' Home, the following Subscriptions and Donations to the Funds of the Home:—

Quarterly Subscription:—

Mr. W. C. Clark \$10

Annual Subscriptions:—

Mr. C. J. Tacchi 5

Mr. A. W. J. Simmons 50

Donations:—

Lt. B. W. Bradbury 25

Rev. H. R. Wells 12

All gifts, however small, will be very welcome and may be sent to the Sailors' and Soldiers' Home, 22 Hennessy Road, or a Representative would gladly call and collect same on receipt of a telephone call. Dial 24620.

Curtis (on long leave).

No. 2095, Gnr. E. B. Brasier (Creagh, Reserve Company "A" Section, has been registered in the Waiting List.

9.—STRENGTH

No. 2130 Pte. D. R. Ryde, Union Insurance of Canton, No. 3 Platoon, 1st Coy. (M.G.) 8.5.34.

(Sd.) P. S. M. WILKINSON, Captain, Adjutant, H.K.V.D. Corps.

TO-MORROW'S CHURCH SERVICES

Sunday After Ascension

Anglican Churches

ST. JOHN'S CATHEDRAL HONG KONG

13th May, 1934.

Sunday After Ascension

Holy Communion 8 a.m.

Holy Communion (Peak Church) 8 a.m.

Children's Service 10 a.m.

Mattins and Sermon 11 a.m.

Preacher: Rev. J. R. Higga, Vicar of St. Andrew's Church, Kowloon.

Evensong 6.30 p.m.

Preacher: Rev. H. W. Baines.

Week Day Services

Mattins—Daily at 9 a.m.

Intercessions for the Sick—Wednesday at 10.15 a.m.

Holy Communion—Thursday at 7.45 a.m.

Choir Practice—Friday at 5.30 p.m.

ST. ANDREW'S CHURCH, KOWLOON

Services for Sunday, May 13th.

Sunday After Ascension.

8.15 a.m.—Holy Communion.

10 a.m.—Young People's Service and Primary Sunday School.

11 a.m.—Morning Prayer and Sermon.

Preacher—Rev. E. A. Wittenbach of C.M.S., Canton.

6.00 p.m.—Evening Prayer and Sermon.

Preacher—The Vicar.

Catholic Churches

CATHOLIC CATHEDRAL

The following are the forthcoming services etc. at the Catholic Cathedral, Causeway Road.

May 13th, 13th Sunday After Easter

MORNING SERVICES

1st Mass at 6.

2nd Mass at 8, with sermon in Chinese.

3rd Mass at 10.30, with sermon in English.

EVENING SERVICE

At 4 p.m.—Rosary, Sermon and Benediction of the Blessed Sacrament.

May 15th—Feast of St. John Baptist de la Salle, Founder of the Brothers of the Christian Schools.

May 19th—Vigil of Pentecost, abstinence day. Feast of St. Dunstan, Archbishop of Canterbury.

On week days—Mass at 6 and 7.30.

Free Churches

METHODIST CHURCH

Services will be held at the English Methodist Church, Queen's Road East, Wanchai.

Sunday After Ascension

Morning Order 10.15 a.m. by the Rev. E. C. H. Tribbeck.

Hymn No. 373 "What shall I render to my God"—("Morna").

Prayer.

The Lord's Prayer.

Hymn No. 413 "I am trusting Thee, Lord Jesus"—("Trust").

First Lesson: 2 Kings 2, 1-18.

Hymn No. 412 "O Jesus I have promised"—("Day of Rest").

Second Lesson: Acts 1, 1-11.

Prayer.

Notices.

Hymn No. 207 "All hail the power of Jesus name"—("Diadem").

Appendix 4).

Sermon.

Hymn No. 193 "With joy we meditate the grace"—("Oldham Street").

Blessing.

National Anthem.

Evening Order 6 p.m. by the Rev. E. C. H. Tribbeck.

Hymn No. 357 "Day after day I sought the Lord"—("St. Ambrose").

Prayer.

Hymn No. 358 "Where shall my wondering soul begin"—("Old Twenty Third").

Lesson.

Notices.

Hymn No. 185 "God is gone up on high"—("Dudley").

Address.

Hymn No. 186 "Clap your hands, ye people all"—("Ephraim").

Blessing.

NOTICES

At the Sailors' and Soldiers' Home

Sunday, 13th May, Christian Social Hour 8.30 p.m.

Monday, 14th May, Badminton Club meets 7 p.m.

Thursday, 17th May, Badminton Club meets 7 p.m.

UNION CHURCH

Kennedy Road.

(Hong Kong)

SUNDAY, MAY 13, 1934.

Morning Service, 10.30 a.m.

Sunday School, 9.30 a.m.

Morning Service, 10.30 a.m.

Evening Service, 8 p.m.

Preacher at both Services—The Rev. E. G. Powell.



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VALETIERIA SERVICE, Tel. 5645, 50, Queen's Road Central, Tel. 2179, 57, Nathan Road.

Communion of the Lord's Supper

will be observed at the close of the Evening Service.

Social Hour will be held in the Church Hall after Evening Service.

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MACDONNELL ROAD, BELOW BOWER ROAD TRAM STATION.

MAY 13, 1934.—

SUNDAY SERVICE, 11.15 a.m.

Subject:—"ADAM AND FALLER MAN."

The Sunday School is held on Sunday Mornings, 10 o'clock.

Wednesday Evening Meeting, 6.00 p.m.

Reading Room at above address open:—

Tuesday and Friday, 10 a.m. to 12 Noon.

Monday and Thursday, 5.30 to 7 p.m.

The Public is cordially invited to attend the services and visit the Reading Room.

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June 4th M.V. "GERTRUDE MAERSK" May 28th

M.V. "AGRA" June 27th

(All dates are subject to alteration without notice.)

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OUTWARD SAILINGS

(NDL) m.s. "SAALE" for Shanghai, Taku, Dairen, 17th May

(HAL) m.v. "PREUSSEN" for Shanghai, Taku, Dairen, 18th May

(NDL) m.s. "MAIN" for Shanghai, Taku, Dairen, 28th May

(NDL) m.s. "ODER" for Shanghai, Taku, Dairen, 2nd June

(HAL) m.v. "DUISBURG" for Shanghai, Taku, Dairen, 14th June

(NDL) m.s. "BURGENLAND" for Genoa, Barcelona, R'dam, 13th May

(NDL) m.s. "ISAR" for Genoa, Barcelona, R'dam, 24th May

(HAL) m.v. "RUHR" for Genoa, M'ile, Rotterdam, 3rd June

(NDL) m.s. "COBLENZ" for Genoa, Rotterdam, 4th June

(HAL) m.v. "KULMERLAND" for Genoa, Rotterdam, 8th June

(NDL) m.s. "CHEMNITZ" for Genoa, Rotterdam, 9th June

(NDL) m.s. "FRIDERUN" for Genoa, Rotterdam, 9th June

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(NDL) m.s. "FRIDERUN" for Genoa, Rotterdam, 9th June

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HOME CRICKET

Light Blues Collapse Against Australia

London, May 11.
Magnificent bowling by C. V. Grimmett (9 to 74) placed Cambridge University in a desperate position against the Australians at the close of play yesterday. Today their last four batsmen are faced with the stupendous task of scoring 255 to save the innings defeat.

Scores as cable by Reuter were: Australians—481 for 5-ec. (W. H. Pondford 229 not out, L. Darling 98, W. Brown 105, D. G. Bradman 0). Cambridge—158 (C. V. Grimmett 9 for 74 for 6 wickets). The Australians won by an innings and 163 runs. Cox, who made 51 (not out), made a valiant effort to save the Light Blues from an innings defeat. Fleetwood Smith took 3 wickets for 31 runs.

The Australians beat Worcestershire by an innings in their first match, and were held to a draw in their second game against Leicestershire.

WATSON 271 IN TWO INNINGS

London, May 11.
Lancashire, after being held to a draw by Derbyshire in their first match, recorded their first County Championship win of the season when they beat Somerset by an innings and 159 runs at Old Trafford after two days' play at Manchester yesterday.

Watson followed up his 128 against Derby with 143, and Booth, a relation of the Shanghai Inter-porter secured 5 for 49.

Scores as cable by Reuter were: Lancashire—339 for 6 dec. (Watson 143). Somerset—86 and 114 (Booth 5 for 49).

A GREAT FIGHT

Bantams Provide Thrills

Singapore, May 4.
The huge crowd at the New World boxing arena last night witnessed the most thrilling contest between two bantamweights that Singapore yet seen when Frank Weber and Peter George met over ten three-minute rounds. Weber won, and won well, but George did very well, especially in the first four rounds which he won without any doubt whatever. From that stage onwards, Weber, who was in perfect fighting condition, began to force the pace and hitting twice as hard as the African, had the latter groggy several times.

They weighed even at 8st. 5½ pounds. George had Weber guessing in the first round when he scored with a flashy left and caught Weber time and again with it. Floundering in to get to close quarters Frankie was met with crisp lefts and rights to the face which slowed him up. George continued the good work in the second round, going after Weber with left jabs and smashing right hooks with plenty of power behind it. Weber took several of the punches but came back unshaken. Again in the third and fourth rounds George did all the scoring and was easily ahead on points when they came up for the fifth.

In this round Weber did much better. He surprised everybody by standing upright and boxing George, and by so doing, Frankie was able to place his punches with much more effect. He landed well with a left hook and right cross and took the round. The sixth was George fighting well. It was a glorious exhibition of toe-to-toe fighting throughout this round, and Weber's punches were the more effective.

Weber won the seventh round comfortably, fighting George to a standstill 30 seconds from the end and the African could do little besides cover up. The same thing happened in eighth and the ninth, and Weber had made up lost ground at the end of the round.

In the tenth Weber scored with right hooks which had George staggering all over the ring but he fought back gamely and was on his feet looking out with both hands when the end was signalled.

Weber was a very popular winner but the African was applauded for a plucky showing.

This first piece of news was warmly cheered, and so was the first indication of future policy—namely, the announcement that, "in the absence of new developments," no provision would be made for payments to foreign creditors nor for receipts from foreign debtors. Mr. Chamberlain next allocated the same sum (£224,000,000) to the Fixed Debt charge, with the warning that it was not a normal figure. He would, however, take power to borrow for sinking fund payments for another year, and the Consolidated Fund services would therefore cost in all only £226,200,000. The Supply services, apart from the self-balancing services, would cost £240,900,000; a sum reduced by the welcome fall in unemployment. Ordinary expenditure for 1934-35 would therefore total £268,100,000.

A RESTORATION BUDGET

From "Bleak House" To "Great Expectations"

(Special Air Mail Service)

London, April 24.

Mr. Chamberlain opened the Budget yesterday in a crowded House of Commons that cheered its provisions enthusiastically.

UNEMPLOYMENT BENEFIT

The cuts made in the rates of unemployment benefit in 1931 are restored in full.

RESTORATION OF PAY CUTS

One-half of the cuts in the pay of Ministers, members of Parliament, Judges, Civil Servants, members of the Defence Forces, Police, teachers, and insurance doctors and chemists is restored.

INCOME-TAX

The standard rate of income-tax is reduced from 5s. to 4s. 6d.

MOTOR-CAR DUTIES

The tax of £1 per horse-power on motor-cars is reduced to 15s.

Treasury tables explaining the Budget, and views on Mr. Chamberlain's proposals, appear on page 9.

MR. CHAMBERLAIN'S SPEECH

AN OVATION IN THE COMMONS

The Government's supporters in the House of Commons greeted Mr. Chamberlain's third Budget with an ovation to-day the intensity of which was increased by the anxiety caused half-way through the speech by the calculation of the prospective surplus at only £29,100,000.

The most popular feature was the restoration in full of the cuts in unemployment benefit and in transitional payments, the announcement of which was cheered for a full minute. The second most delighted demonstration was caused by the reduction of sixpence in the standard rate of income-tax; and the third feature of the speech was a peroration comparing the British Budget with others, which deeply moved the House. Next to the applause, the glumness of the Opposition was the best tribute to the Budget.

Mr. Chamberlain, who greeted a crowded and expectant House with a smile, was received with a thunderous cheer. Five former Chancellor of the Exchequer—Mr. Baldwin, Sir Austen Chamberlain, Sir Robert Horne, Mr. Lloyd George, and Mr. Churchill—were present. Enough Peers had torn themselves away from the debate on the Tithe Bill to fill the Peers' Gallery.

Rising Barometer.

Mr. Chamberlain began with the broad assertion that at last the Government's efforts were bearing fruit and that bright intervals had succeeded the unsettled weather of 1933 and the dark clouds of 1932. Every barometer of national conditions was rising, and the appropriate literature was no longer "Bleak House" but "Great Expectations." But some unpleasant facts survived. The expansion of trade was confined to the home market. In export trade we had recovered the first place, but that did not mean so much as before, because economic nationalism was still choking its channels. Moreover, the real surplus of £39,000,000 was not all recurrent, and borrowing could not indefinitely continue to be so cheap.

Passing to an analysis of 1933-34, Mr. Chamberlain took credit for the fact that the reduction in the beer duty had cost £5,000,000 less than expected, and that the brewers had kept their promise to buy British barley. He was also delighted with the increased yield of Customs. The whole surplus would go to the reduction of debt, and practically cancel out the borrowing of 1932-33. The deadweight debt had been reduced by £21,500,000, an apparent increase being due to advances to the Exchange Equalization account, which Mr. Chamberlain declared significantly, still showed a profit.

This first piece of news was warmly cheered, and so was the first indication of future policy—namely, the announcement that, "in the absence of new developments," no provision would be made for payments to foreign creditors nor for receipts from foreign debtors. Mr. Chamberlain next allocated the same sum (£224,000,000) to the Fixed Debt charge, with the warning that it was not a normal figure. He would, however, take power to borrow for sinking fund payments for another year, and the Consolidated Fund services would therefore cost in all only £226,200,000. The Supply services, apart from the self-balancing services, would cost £240,900,000; a sum reduced by the welcome fall in unemployment. Ordinary expenditure for 1934-35 would therefore total £268,100,000.

Revenue Prospects.

The next calculation was prospective revenue on the existing basis of taxation. This was getting near the meat, and the House, became more intent. Spirits rose when Mr. Chamberlain, with "reasonable optimism," put the yield of Customs and Excise at £290,000,000, including extra sums of £1,250,000 from the Import Duties Act, £2,000,000 from beer, and £2,700,000 from oil. Spirit fell when he explained that income-tax and surtax were assessed on past profits, which were still falling during the first half of 1933. He could, however, count on an extra £12,000,000 in income-tax because of the non-recurrent collection, and he put the yield of income-tax at £11,000,000 to £240,000,000. Surtax, assessed to the profits for 1932, would fall to £50,000,000, Estate duties, without the 1933-34 windfall, would yield £76,000,000; and other items would bring the total from Inland Revenue to £393,000,000. Other sources would bring in £44,200,000, and Mr. Chamberlain therefore made up his accounts as follows:—

Revenue £127,200,000
Expenditure £398,100,000
Prospective Surplus £29,100,000

The House gasped with a disappointment which Mr. Chamberlain faced at once. The figure could disappoint only wild guessers, who had forgotten that the reflection of the industrial revival could not really occur until next year, when he might be glad of it to meet extra expenditure. Meanwhile it was enough to begin the process of relief.

Some time was spent in describing minor proposals, the most important of which were a reduction as from January 1, 1935, of the horse-power tax on motorcars from £1.10 to fifteen shillings, made in the interest of the export trade in private cars, and mainly at the expense of the Road Fund; the guarantee of the conversion of certain guaranteed loans; and a new form of preference for Colonial sugar.

Relief of Sufferers.

Then came greater matters. Mr. Chamberlain declared that he would be guided by Lord Snowden's advice to "relieve those classes who suffered when the crisis was acute." He did not interpret this to mean an exact return to 1931, but until the restoration of the sacrifices then made was roughly complete no other claims could be considered. That was his first principle. His second was that, since his surplus was not big enough for complete restoration, restoration should be proportioned between those who suffered from cuts and those who suffered from increased taxation.

He would, therefore, restore half of all the cuts as from July 1. The unemployed were excepted, but only to receive full restoration. That would come ultimately, in any case, but it could not be left in doubt whether it would come at the same time as other restorations. Therefore, the Unemployment Bill would be amended so as to restore the full rate of benefit as from July 1. The Insurance Fund could easily bear the cost. Under the Bill the fund's finances were based upon a live register of 2,500,000. The present register was 2,200,000, and was expected to fall to 2,000,000. The fund, after providing for the service of its debt, would therefore have a surplus of about £210,000,000, and the cost of restoring benefits was only £4,800,000. The Budget would, however, have to bear the cost of a corresponding

CONSIGNEE NOTICES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.
FROM LEITH, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENARY."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whose and/or from the wharves Delivery may be obtained. No Claims will be admitted after the 18th May, 1934, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 1st June, 1934, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 15th May, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong 11th May, 1934. [2543]

HAMBURG-AMERIKA LINIE

NOTICE TO CONSIGNEES.

THE M.V. "KULMERLAND"

having arrived from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Wednesday, the 18th May, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 15th May, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All claims must reach us before Wednesday, the 6th June, 1934, or they will not be recognized.

No Insurance will be effected. Bills of Lading will be countersigned by JEBSEN & CO., Agents.

Hong Kong, 9th May, 1934. [2536]

CONSIGNEE NOTICE

S.S. "ATHOS II."

ARRIVED HONG KONG ON SUNDAY, 17th MAY, 1934.

From MARSEILLES, etc.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whose Delivery may be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Underwriter before Thursday, 17th May, 1934, or they will not be recognized.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "GLAUCUS"

From NEW YORK via MANILA are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 11th May.

Optional Cargo will not be landed here unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 17th May, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st May, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

11th May, 1934. [2540]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "AGAMEMNON"

From UNITED KINGDOM via SINGAPORE

are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after

CHINA NAVIGATION COMPANY, LIMITED.

CANTON, SHANTOU, SHANGHAI, Dairen & Newchwang	"TAMING"	On 14th May, 4 p.m.
SWATOW, SHANGHAI & Tientsin	"SUNNING"	On 13th May, 3 p.m.
Hoihow, Pakhoi & Haiphong	"KWANGTUNG"	On 14th May, 3 p.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 13th May, 4 p.m.
SWATOW, SHANGHAI & Tientsin	"HUPEH"	On 14th May, 3 p.m.
Amoy & Shanghai	"TAIYUAN"	On 14th May, 5 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 14th May, 2 p.m.
Hoihow, Pakhoi & Haiphong	"KIUNGCHOW"	On 14th May, 3 p.m.
Amoy, Shanghai, Dairen & Newchwang	"LINAN"	On 19th May, 5 p.m.
SWATOW, FOOCHOW, WUKIANG, Chefoo & Tientsin	"HOIHOW"	On 20th May, 2 p.m.
SWATOW, SHANGHAI & Tientsin	"SZECHUEN"	On 20th May, 3 p.m.
SWATOW & BANGKOK	"KALGAN"	On 20th May, 4 p.m.
Amoy, SWATOW & SINGAPORE	"ANHUI"	On 22nd May, 8 a.m.
SWATOW, SHANGHAI & Tientsin	"SOOCHOW"	On 22nd May, 2 p.m.
Amoy & Shanghai	"TSINAN"	On 23rd May, 5 p.m.
SWATOW & SHANGHAI	"KWANGTUNG"	On 25th May, 3 p.m.
Hoihow, Pakhoi & Haiphong	"YOHOW"	On 25th May, 3 p.m.
SWATOW, SHANGHAI & Tientsin	"SHANTUNG"	On 27th May, 2 p.m.

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CHANGTAE	12 June	19 June	22 June	8 July
TAIPING	10 July	20 July	23 July	8 Aug.
CHANGTAE	10 Aug.	21 Aug.	24 Aug.	9 Sept.

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M.S. "JAVIA"	on or about 19th May	on or about 13th June
M.S. "MALAYA"	4th June	18th July
M.S. "AFRIKA"	2nd July	20th July
M.S. "DANMARK"	19th July	9th Aug.
M.S. "SIAM"	4th Sept.	30th Sept.

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S.S. "HAIYANG" on TUESDAY, 16th MAY, 3 P.M.

S.S. "HAICHING" on FRIDAY, 18th MAY, 3 P.M.

S.S. "HAINING" on TUESDAY, 22nd MAY, 4 P.M.

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SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

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ROUND TRIP TICKETS will be issued from HONGKONG to FOOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamers at Coast Ports (Time for Round Voyage 8 Days).

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Amoy.	Hai Yang, Douglas, May 15.
Tai Yuan, B. & S., May 16.	Kum Sang, Jardine's, May 17.
Linan, B. & S., May 19.	Tainan, B. & S., May 23.
Shirala, B.I. (Apar), June 1.	
Chefoo.	Yat Shing, Jardine's, May 15.
Dairen.	Taming, B. & S., May 12.
Dardanus, B. & S., May 14.	Saale, Melchers, May 17.
Linan, B. & S., May 19.	Sarpedon, B. & S., May 25.
Preussen, Jacobsen's, May 28.	C. of Wellington, Bank Line, June 4.
Foochow.	Hai Yang, Douglas, May 15.
Yat Shing, Jardine's, May 15.	
Hankow.	Pyrrhus, B. & S., June 5.
JAPAN (Direct).	Tantalus, B. & S., May 12.
Kum Sang, Jardine's, May 17.	Atsuta Maru, N.Y.K., May 18.
Heiyo Maru, N.Y.K., May 23.	Tellhiyabu, B. & S., May 30.
Shanghai and Japan.	Dardanus, B. & S., May 14.
Tancred, Thoresen's, May 15.	Col. di Lana, Dodwell's, May 18.
Saale, Melchers, May 17.	Aramis, Messageries, May 18.
Bongal Maru, N.Y.K., May 18.	Emp. of Russia, C.P.S., May 18.
Tai Ping Yang, Dodwell's, May 18.	Java, Manners, May 19.
Pres. Coolidge, Dollar's, May 19.	Perseus, B. & S., May 20.
Tamara, Gilman's, May 21.	Kalori Maru, N.Y.K., May 26.
Pres. Jackson, Dollar's, May 23.	Preussen, Jacobsen's, May 28.
Emp. of Japan, C.P.S., June 1.	Shirala, B.I. (Apar), June 1.
Nankin, E. & A. S.S. Co., June 2.	Nan King, Gilman's, June 3.
Agre, Jacobsen's, June 4.	Malaya, Manners, June 4.
C. of Wellington, Bank Line, June 4.	Emp. of Asia, C.P.S., June 15.
Newchwang.	Taming, B. & S., May 12.
Linan, B. & S., May 19.	
Otaru.	Perseus, B. & S., May 20.
Swatow.	Taming, B. & S., May 12.
SHANGHAI AND WAY PORTS.	Foo Shing, Jardine's, May 12.
Holios, Thoresen's, May 13.	Kwang Chow, B. & S., May 13.
Sanning, B. & S., May 13.	Hupei, B. & S., May 15.
Hupei, B. & S., May 15.	Yat Shing, Jardine's, May 15.
Sandviken, Jardine's, May 18.	King Yuan, B. & S., May 18.
Linan, B. & S., May 19.	Szechuen, B. & S., May 20.
An Hui, B. & S., May 21.	Soochow, B. & S., May 22.
Tainan, B. & S., May 23.	Sarpedon, B. & S., May 25.
Conte Rosso, Dodwell's, June 2.	Pyrrhus, B. & S., June 5.
Swatow.	Foo Shing, Jardine's, May 12.
Holios, Thoresen's, May 13.	Kwang Chow, B. & S., May 13.
Sanning, B. & S., May 13.	Hupei, B. & S., May 15.
Hupei, B. & S., May 15.	Yat Shing, Jardine's, May 15.
Sandviken, Jardine's, May 18.	King Yuan, B. & S., May 18.
Linan, B. & S., May 19.	Szechuen, B. & S., May 20.
An Hui, B. & S., May 21.	Soochow, B. & S., May 22.
Tainan, B. & S., May 23.	Sarpedon, B. & S., May 25.
Conte Rosso, Dodwell's, June 2.	Pyrrhus, B. & S., June 5.
Tientsin.	Foo Shing, Jardine's, May 12.
Holios, Thoresen's, May 13.	Kwang Chow, B. & S., May 13.
Sanning, B. & S., May 13.	Hupei, B. & S., May 15.
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Sandviken, Jardine's, May 18.	King Yuan, B. & S., May 18.
Linan, B. & S., May 19.	Szechuen, B. & S., May 20.
An Hui, B. & S., May 21.	Soochow, B. & S., May 22.
Tainan, B. & S., May 23.	Sarpedon, B. & S., May 25.
Conte Rosso, Dodwell's, June 2.	Pyrrhus, B. & S., June 5.
Swatow.	Foo Shing, Jardine's, May 12.
Holios, Thoresen's, May 13.	Kwang Chow, B. & S., May 13.
Sanning, B. & S., May 13.	Hupei, B. & S., May 15.
Hupei, B. & S., May 15.	Yat Shing, Jardine's, May 15.
Sandviken, Jardine's, May 18.	King Yuan, B. & S., May 18.
Linan, B. & S., May 19.	Szechuen, B. & S., May 20.
An Hui, B. & S., May 21.	Soochow, B. & S., May 22.
Tainan, B. & S., May 23.	Sarpedon, B. & S., May 25.
Conte Rosso, Dodwell's, June 2.	Pyrrhus, B. & S., June 5.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to: **UTTERFIELD & SWIRE**
Agents
CARGO AND BAGGAGE CLAY BE ISSUED AT THE OFFICE OF UTTERFIELD & SWIRE

TRAVEL A-O LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTAE-TAIPING (OIL BURNERS)
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE

OPEN AIR SWIMMING POOL
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESS CARRIED

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days
FIRST CLASS FARE TO SYDNEY, 27/6 RETURN LONDON (via Australia) from £128-10-0

(Australian Newspaper on file)
STRAMERS: 1. Dun Hong Kong, 2. Leaves Hong Kong, 3. Leaves Manila, 4. Leaves Sydney

TAIPING	In Port	15 May	18 June	8 July
CHANGTAE	12 June	19 June	22 June	8 July
TAIPING	10 July	20 July	23 July	8 Aug.
CHANGTAE	10 Aug.	21 Aug.	24 Aug.	9 Sept.

AUSTRALIAN-ORIENTAL LINE, LIMITED
ROTTERDAM & SWIRE, AGENTS—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD

COPENHAGEN

The M.S. "PANAMA"

on or about 2nd June, 1934

For SINGAPORE, PORT SAID, DUNKIRK, ROTTERDAM, HAMBURG, COPENHAGEN, AND OTHER SCANDINAVIAN & BALTIC PORTS.

OUTWARD	FOR SHANGHAI & JAPAN	FOR CONTINENTAL PORTS
M.S. "JAVIA"	on or about 19th May	on or about 13th June
M.S. "MALAYA"	4th June	18th July
M.S. "AFRIKA"	2nd July	20th July
M.S. "DANMARK"	19th July	9th Aug.
M.S. "SIAM"	4th Sept.	30th Sept.

Optional Bills of Lading issued to United Kingdom Ports.
All vessels have excellent passenger accommodation (1st class only)

Passenger fares Hongkong/Europe £55 to £60.

HONG KONG/BANGKOK SERVICE
maintained by the Fast Motor Vessels
M.S. "BINTANG" M.S. "MUINAM"
M.S. "Muinam" leaving for Bangkok via Swatow on or about 25th MAY, due Bangkok on or about 31st MAY.

For further particulars, please apply to:
JOHN MANNERS & CO., LTD.
Telephone 24077. Agents: MERCANTILE BANK BUILDING

PRINCE LINE—SILVER LINE

JOINT SERVICE

FOR NIGHTLY SAILINGS

TO

HALIFAX (NOVA SCOTIA CANADA), BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "SILVERTEAK" ... May 12th

M.V. "SILVERSANDAL" ... June 9th

Excellent Accommodation for a limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to:—

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

King's Building.

Telephone: 23185. Telegram: Furnprince.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOY & FOOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 3 P.M.

S.S. "HAIYANG" on TUESDAY, 16th MAY, 3 P.M.

S.S. "HAICHING" on FRIDAY, 18th MAY, 3 P.M.

S.S. "HAINING" on TUESDAY, 22nd MAY, 4 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS AT 4 P.M.

S.S. "SEISTAN" on SUNDAY, 13th MAY.

Arrivals and Departures from the Company's Wharf (Near Blake Pier)

ROUND TRIP TICKETS will be issued from HONGKONG to FOOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamers at Coast Ports (Time for Round Voyage 8 Days).

For Freight and Passage apply to:—
DOUGLAS LARRAIK & CO., LTD.
Tel. 28027 and 28038. General Managers. P. & O. Building.

Los Angeles

Tai Ping Yang, Dodwell's, May 18.
Taiyo Maru, N.Y.K., May 23.
Rooseville, Bank Line, May 25.

Mexico.
Tantalus, B. & S., May 12.
Heiyo Maru, N.Y.K., May 23.

Panama.
Tantalus, B. & S., May 12.
Tai Ping Yang, Dodwell's, May 18.
Taiyama Maru, N.Y.K., May 18.
Heiyo Maru, N.Y.K., May 23.

Philadelphia.
Phemius, B. & S., May 10.
Tainan, B. & S., May 23.

Portland.
Rooseville, Bank Line, May 25.
Puget Sound.
Rooseville, Bank Line, May 25.

San Francisco.
Tai Ping Yang, Dodwell's, May 18.
Taiyama Maru, N.Y.K., May 18.
Pres. Coolidge, Dollar's, May 19.
Taiyo Maru, N.Y.K., May 23.
Heiyo Maru, N.Y.K., May 23.
Rooseville, Bank Line, May 25.

Seattle.
Tantalus, B. & S., May 12.
Pres. Jackson, Dollar's, May 20.

South America (W.C.)
Heiyo Maru, N.Y.K., May 23.
Vancouver, B.C.
Tantalus, B. & S., May 12.
Emp. of Russia, C.P.S., May 18.
Emp. of Japan, C.P.S., June 1.
Emp. of Asia, C.P.S., June 15.

Victoria, B.C.
Tantalus, B. & S., May 12.
Emp. of Russia, C.P.S., May 18.
Pres. Jackson, Dollar's, May 20.
Emp. of Japan, C.P.S., June 1.
Emp. of Asia, C.P.S., June 15.

WESTWARD.
FROM HONG KONG TO COAST PORTS: MANILA, AUSTRALIA.

Australian Ports, East and West
Tai Ping, B. & S., May 15.
Kitano Maru, N.Y.K., May 26.
Tanda, E. & A. S.S. Co., June 2.

Batavia.
Tjinegara, J.C.J. Line's, May 15.

Bangkok.
Holios, Thoresen's, May 13.
Kwang Chow, B. & S., May 13.
Hermod, Thoresen's, May 20.
Kalgan, B. & S., May 20.
Muisan, Manners, May 23.
Hiram, Thoresen's, May 27.

Batavia.
Tjinegara, J.C.J. Line's, May 15.

Brisbane.
Tai Ping, B. & S., May 15.
Kitano Maru, N.Y.K., May 26.
Tanda, E. & A. S.S. Co., June 2.

Cebu.
Tai Ping, B. & S., May 15.

Davao.
Kitano Maru, N.Y.K., May 26.

Halifong.
Kwang Tung, B. & S., May 12.
Kiung Chow, B. & S., May 18.

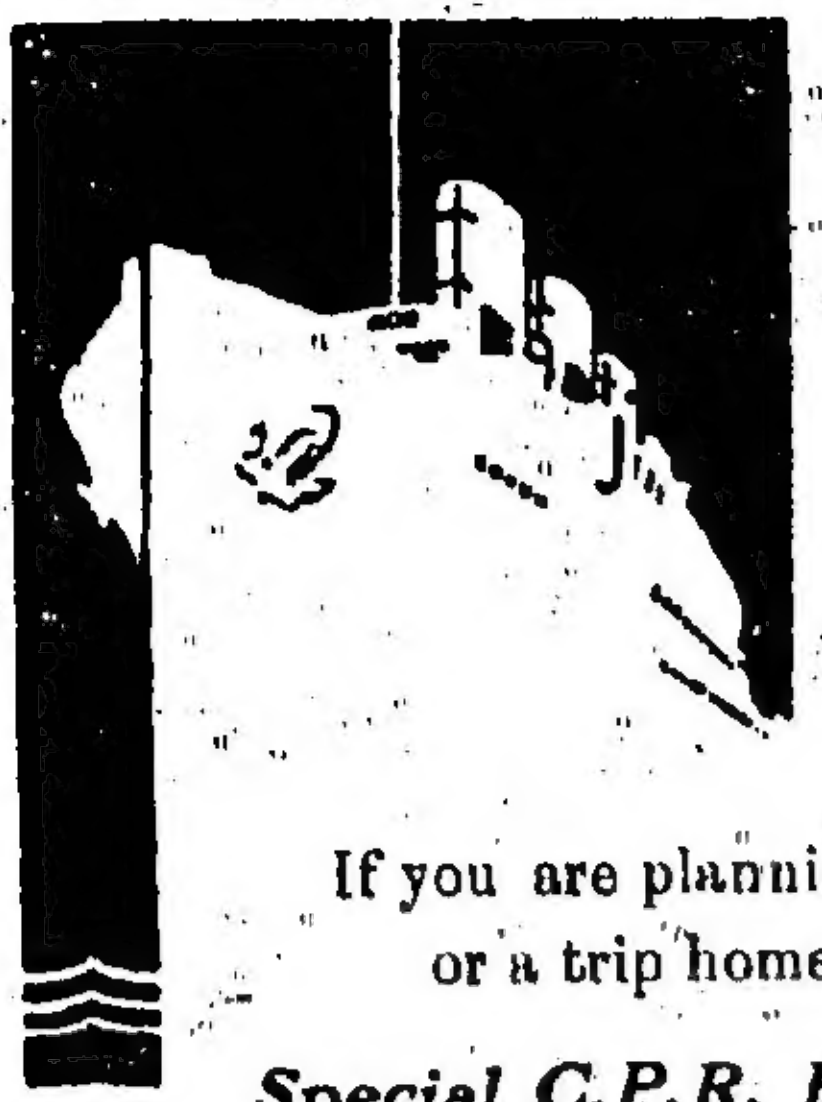
Hankow.
Silvertask, Furness, May 12.
Silversandal, Furness, June 9.

Hongkong.
Kwang Tung, B. & S., May 12.
Kiung Chow, B. & S., May 18.

Manila.
Tjinegara, J.C.J. Line's, May 15.

Madag.
Friderun, Melcher's, May 31.

Manila.
Pres. Adams, Dollar's, May 12.
Silvertask, Furness, May 12.
Tai Ping, B. & S., May 15.
Tjinegara, J.C.J. Line's, May 15.
Emp. of Japan, C.P.S., May 23.
Kitano Maru, N.Y.K., May 26.
Pres. Harrison, Dollar's, May 26.
Pres. Wilson, Dollar's, May 26.
Pres. Jefferson, A.M. Line, June 2.
Tanda, E. & A. S.S. Co., June 2.
Nan King, Gilman's, June 3.
Emp. of



Giant White Empresses

offer the utmost
in Size—Space—Speed
and Service.

If you are planning on a Summer holiday
or a trip home please enquire about

Special C.P.R. Reduced Fares to

Europe and Return also Around the World

AND

Summer Excursion Fares to

JAPAN—HONOLULU—CANADA—U.S.A.

Steamers	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Yokohama	Yokohama
Emp. of Russia	May 18	May 20	May 22	May 24	May 26	June 1	June 3	June 5
Emp. of Japan	June 1	June 3	June 5	June 7	June 9	June 11	June 13	June 15
Emp. of Asia	June 13	June 15	June 17	June 19	June 21	June 23	June 25	June 27
Emp. of Canada	June 29	July 1	July 3	July 5	July 7	July 9	July 11	July 13
Emp. of Russia	July 13	July 15	July 17	July 19	July 21	July 23	July 25	July 27
Emp. of Japan	July 27	July 29	Aug. 1	Aug. 3	Aug. 5	Aug. 7	Aug. 9	Aug. 11
Emp. of Asia	Aug. 10	Aug. 12	Aug. 14	Aug. 16	Aug. 18	Aug. 20	Aug. 22	Aug. 24
Emp. of Canada	Aug. 24	Aug. 26	Aug. 28	Aug. 30	Sept. 1	Sept. 3	Sept. 5	Sept. 7
Emp. of Russia	Sept. 7	Sept. 9	Sept. 11	Sept. 13	Sept. 15	Sept. 17	Sept. 19	Sept. 21

TO MANILA

EMPRESS OF JAPAN ... May 25th.

For further information please apply to:

CANADIAN PACIFIC

Telephones: Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.

Canton Agents: JARDINE MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TAIYO MARU ... Tuesday, 22nd May, at Midnight
CHICHIBU MARU ... Wednesday, 6th June
TATSUTA MARU ... Wednesday, 20th June

SEATTLE & VANCOUVER.

HIKAWA MARU (Starts from Kobe) Monday, 21st May
HIYE MARU (Starts from Kobe) Monday, 4th June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

TAKOZAKI MARU ... Saturday, 18th May
TERUKUNI MARU ... Friday, 25th May
HAKUSAN MARU ... Saturday, 9th June

SYDNEY & MELBOURNE via Manila and Ports.

KITANO MARU ... Saturday, 26th May
ATSUTA MARU ... Saturday, 26th June

BOMBAY via Singapore, Penang and Colombo.

TOKIWA MARU ... Monday, 29th May
TOYAMA MARU ... Tuesday, 11th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

HEIYO MARU ... Friday, 25th May
NEW YORK via Panama, ... Friday, 18th May
TSUYAMA MARU ... Friday, 18th May

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

TOYOOKA MARU ... Monday, 14th May

CALCUTTA via Singapore, Penang and Rangoon.

AKITA MARU ... Tuesday, 15th May
GENOA MARU ... Tuesday, 29th May
CALCUTTA MARU ... Friday, 8th June

SHANGHAI, KOBE & YOKOHAMA.

ATSUTA MARU (Nagasaki direct) Friday, 18th May
BENGAL MARU ... Friday, 18th May
KATOBARI MARU ... Friday, 26th May

† Cargo only.

NIPPON YUSEN KAISHA.



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

PARSHILL via Saigon, Singapore, Colombo, D. Ibouti (Aden), Suez, Port-Said

ATHOS II ... 22nd May
ARABIS ... 5th June
ANDRE LEBON ... 19th June
FELIX ROUSSEL ... 3rd July
PORTHOS ... 17th July
CHENONCEAUX ... 31st July

To SHANGHAI — KOBE

ARABIS ... 18th May
ANDRE LEBON ... 2nd June
FELIX ROUSSEL ... 15th June
PORTHOS ... 2nd July
CHENONCEAUX ... 15th July
D'ARTAGNAN ... 29th July

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:

Cle. Des MESSAGERIES MARITIMES, 3 Queen's Building, 13

Shipping News

Daily Statement, Clearances,
Ships in harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 3,800 TONS;
THROUGH CARGO
14,500 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for H.K.	Through Ports
Emp. of Russia, Shanghai 758	371	
Agamemnon, Singapore 793	3,425	
Cape St. Francis, Singapore 100	2,900	
Kwangtung, Swatow 242	463	
Wing Lee, Canton	—	—
Hydrangea, Swatow	250	—
	2,143	7,234
French		
Canton, Haiphong 310	—	—
	310	—
Japanese		
Hokan Maru, Swatow 1,146	—	—
Hakozaki Maru, Shanghai 107	6,577	—
Rokko Maru, Sea Fishing 60	—	—
	1,313	6,577
Chinese		
Tung Cheng, Canton	—	—
Yuan On, Canton	—	403
Stanley, Swabue 56	—	—
Foo Lee, Canton	—	300
	56	703
Total	3,822	14,514

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Agamemnon (Br.), Singapore 22

Cape St. Francis (Br.), S'pore 95

Kwangtung (Br.), Swatow 165

Wing Lee (Br.), Canton 43

Hydrangea (Br.), Swatow 155

Canton (Fr.), Haiphong 33

Hokan Maru (Jap.), Swatow 39

Yuan On (Ch.), Canton 125

Stanley (Ch.), Swabue 125

Total 802

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	6	4
American	0	1
French	1	0
Norwegian	0	2
Portuguese	0	1
Japanese	3	0
Chinese	4	4
Total	14	12

SHIPS IN HARBOUR.

Wharves.

Kowloon: Talma.

Holt's: Tai Ping, Agamemnon.

Jardine Matheson's: Sandviken.

CLEARANCES

May 11th.

Mausang, for Sandakan.
Wing Wo, for K.C. Wan.
Agamemnon, for Shanghai.
Canton, for Haiphong.
Kwangtung, for Canton.
Hakshang, for Canton.
Canada Maru, for Yokohama.
Lushan Maru, for Shanghai.
Cape St. Francis, for Swatow.
Yochow, for Shanghai.
Sundviken, for Canton.
Pres. McKinley, for Shanghai.
Foo Lee, for Tsingtau.
Lyeemooon, for Saloon.
Haining, for Swatow.
Haruna Maru, for Shanghai.
Hathor, for Saigon.

SHIPPING MOVEMENTS

The (Canadian Pacific Steamships, Limited.) R.M.S. Empress of Russia (from Manila) is due here at 9 a.m. on the 16th May (Thursday), and will berth at Kowloon Wharf.

The (Canadian Pacific Steamships, Limited.) R.M.S. Empress of Russia will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe, Yokohama at 6 a.m. on the 18th May (Friday).

The (Butterfield & Swire) s.s. Dardanus will arrive from Singapore on 14th instant.

The (Mackinnon, Mackenzie & Co. Agents.) B.L. & Apear Line s.s. Santha left Singapore for this port on the 10th instant p.m. and is due here on the 15th instant p.m.

Douglas Laprak: Hal Ning. Selstan.

Salkong: Wing Wo.

Kowloon: Mau Sang, Silver-teak.

Talkoo: H.M.S. Proteus, Nan-ning. Phenius, Shenandoah.

Buoys.

No. A2: Hakozaki Maru.

No. A3: Canada Maru.

No. A4: Tantalus.

No. A5: Haruna Maru.

No. A9: Cape St. Francis.

No. B4: Foo Lee.

No. B5: Prosper.

No. B6: Lyeemooon.

No. B9: Taming.

No. B10: Helios.

No. B11: Kamo.

No. B12: Hathor.

No. B16: Dah Loh.

No. B21: Yochow.

No. B25: Baron Stranrear.

No. B26: Sung Peng.

No. C1: Canton.

IN WIRELESS COMMUNICATION

List of ships in wireless communication with Hong Kong today:

City of Athens, Tung Cheng.

Pres. Adams, General Sherman.

Empress of Canada, Tai Ping.

Tjinegara, Toyooka Maru, Conte Verde, Akita Maru, President.

Coolidge, Empress of Russia.

Fingal, Saarbrücken, Pres. McKinley.

Chak Sang, Benarty, Genoglos, Nicolaou, Benvenue.

ARRIVALS

May 11th.

Haidis, British str., 1,144 tons, Capt. A. Hall, from Swatow, buoy No. B10—Wo Fat Sing.

Pres. Adams, American str., 6,345 tons, Capt. H. S. Bauer, from Shanghai, Kowloon Wharf—Dollar Line.

Haruna Maru, Japanese str., 6,311 tons, Capt. T. Goto, from Singapore, buoy No. A8—N.Y.K.

Foo Lee, Chinese str., 859 tons, Capt. Y. Yamaguchi, from Canton, buoy B4—Yee Tai Hong.

Hakozaki Maru, Japanese str., 6,310 tons, Capt. Y. Watanabe, from Shanghai, buoy No. A2—N.Y.K.

Cape St. Francis, British str., 2,170 tons, Capt. A. S. Gordon, from Rangoon, buoy No. A9—Kong Nam & Co.

Selstan, British str., 1,571 tons, Capt. J. Crosthwaite, from Swatow, Douglas Wharf—Douglas & Co.

Linan, British str., 1,356 tons, Capt. J. Robinson, from Swatow, Stonecutters—B. & S.

Solviken, Norwegian str., 1,435 tons, Captain P. Heesch, from Swatow, buoy No. B5—Wallem & Co.

Nanchang, British str., 1,483 tons, Captain W. S. Paul, from Swatow, Talkoo Dock—B. & S.

Talma, British str., 6,154 tons, Captain J. Lindon, from Mojil, Kowloon Wharf—M.M. & Co.

Sandviken, Norwegian str., 1,775 tons, Captain Norvalds, from Swatow, West Point Wharf—J.M. & Co.

Sunning, British str., 1,570 tons, Captain W. L. Thomas, from Swatow, buoy No. B20—B. & S.

Lushan Maru, Japanese str., 1,507 tons, Captain T. Tomlinaga, from Canton, Stonecutters—N. Y. K.

May 10th.

Haishang, Chinese str., 2,074 tons, Capt. A. Sprenger, from Swatow, C.M.S.N. & Co.

Sung Peng, Chinese str., 2,675 tons, Capt. V. Madsen, from Keelung, buoy No. B23—M.B.K.

Glaucus, British str., 4,763 tons, Capt. Ewan, from Manila, buoy No. A15—B. & S.

ROLLS-ROYCE

(Special Air Mail Service)

London, April 24.

Lord Wargrave, presiding at the annual meeting of Rolls-Royce Limited, held to-day at Derby, referred to the record profits of the company, which amounted to £216,725, an increase of £65,747 on the previous year.

He said that at the last meeting he mentioned that there were distinct signs of improvement in the demand for their chassis. That improvement expanded in 1933 at such a rate that at times it was difficult to keep pace with orders received. During 1934 to date there appeared no evidence of falling off in sales.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMER—
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"CORFU"	15,000	10th May	Bombay, Marseilles and London
"BANGALORE"	6,000	28th May	Bombay, Marseilles and London
"MANTUA"	11,000	2nd June	Bombay, Marseilles and London
"RAWALPINDI"	17,000	18th June	Bombay, Marseilles and London
"BHUTAN"	6,000	30th June	Bombay, Marseilles and London
"KARAI-I-HIND"	12,000	30th June	Bombay, Marseilles and London
"BEHAR"	6,000	7th July	Bombay, Marseilles and London
"BAJPUTANA"	17,000	14th July	Bombay, Marseilles and London
"SOUDAN"	6,700	21st July	Bombay, Marseilles and London
"RANCHI"	17,000	28th July	Bombay, Marseilles and London
"CAIRTHAGE"	15,000	11th Aug.	Bombay, Marseilles and London
"BURDWAN"	6,000	18th Aug.	Bombay, Marseilles and London
"BANPUHA"	17,000	25th Aug.	Bombay, Marseilles and London

* Cargo only. † Calls Cebu. ‡ Call Tangier.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Zircana, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	13th May, 2.30 p.m.	Singapore, Penang & Calcutta
"TILAWA"	10,000	27th May	do.
"SANTHA"	8,000	10th June	do.
"SHIBALA"	8,000	24th June	do.

† Calls Rangoon.
B.L.—Apear Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"TANDA"	7,000	2nd June	Manila, Batavia, Brisbane
"NANKIN"	7,000	30th June	Manila, Batavia, Brisbane
"NELLORE"	7,000	3rd Aug.	Manila, Batavia, Brisbane

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"BHUTAN"	6,100	16th May	Shanghai, Kobe & Yokohama
"RAWALPINDI"	17,000	17th May	Shanghai, Kobe & Yokohama
"SANTHA"	8,000	18th May	Shanghai, Kobe & Yokohama
"BEHAR"	6,000	30th May	Shanghai, Kobe & Yokohama
"KARAI-I-HIND"	12,000	31st May	Shanghai, Kobe & Yokohama
"SHIBALA"	8,000	1st June	Shanghai, Kobe & Yokohama
"NANKIN"	7,000	2nd June	Shanghai, Kobe & Yokohama
"SOUDAN"	6,700	12th June	Shanghai, Kobe & Yokohama
"BAJPUTANA"	17,000	14th June	Shanghai, Kobe & Yokohama
"SIRDEHANA"	8,000	15th June	Shanghai, Kobe & Yokohama
"RANCHI"	17,000	28th June	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	29th June	Shanghai, Kobe & Yokohama
"NELLORE"	7,000	6th July	Shanghai, Kobe &

